Indian State Railways

General Rules

FOR

All Open Lines of Railways in British India

Administered by the Government

Parts I, II & III

together with Subsidiary Rules of the East Indian Railway corrected up to 1st September 1929.

This book belongs to the East Indian Railway. It is to be handed in when an employee retires, leaves the service or goes on permanent transfer to another Railway.

CALCUTTA
EAST INDIAN RAILWAY PRESS
1929.

No. 1078-T.

RAILWAY DEPARTMENT.

(Railway Board).

Dated New Delhi, the 9th March, 1929.

RESOLUTION.

General Rules for all open lines of railway in British India administered by the Government, and for the time being used for the public carriage of passengers, animals, or goods.

The considerable advance made in recent, years in methods of signalling and interlocking necessitated a revision of the General Rules of 1906 for working Open Lines of Railways in India.

2. For this purpose a Committee composed of officers selected from the Traffic, Locomotive, Engineering and Signal Departments was appointed by the Railway Board in 1925.

3. The Committee duly considered and framed a set of rules to meet the changed conditions and these revised rules were circulated to Railway Administrations, etc., for criticisms and suggestions, under Government of India, Railway Department (Railway Board) letter No. 1078-T., dated 18th December 1925.

4. In May 1927, an officer was placed on Special Duty to scrutinise the various observations from Railway Administrations, etc. The remarks of the Special Officer were considered by the Railway Board and a further revised draft set of rules were circulated under Government of India, Railway Department (Railway Board) letter No. 1078-T., dated 30th December 1927.

5. The final criticisms from Railway Administrations, etc., having been considered by the Railway Board, a complete and revised set of General Rules for railways administered by the Government have now been framed and issued with Notification No. 1078-T. of this day's date.

6. The Railway Board desire that the said rules may be brought to the notice of the Administrations of the several Railways not administered by the Government and that the Agents and Managers of those Railways may be invited to submit a formal application for the adoption of the rules, with such modifications (if any) as may be considered necessary in each case,

The Governments of Madras, Bombay (P. W. D.), Bengal (Railway and Marine Departments), the United Provinces (P. W. D.), the Punjab, Bihar and Orissa (P. W. D., Irrigation Branch), the Central Provinces and Assam (Public Works Department).

The Government of Burma (Commerce and Ind[illegible]

[illegible]n'ble the Resident in Mysore.

The Hon'ble the Agent to the Governor General in Rajputana and Chief Commissioner of Ajmer-Merwara.

The Hon'ble the Agent to the Governor General and Chief Commissioner in Baluchistan.

The Hon'ble the Chief Commissioner and Agent to the Governor General in the North-West Frontier Province.

The Hon'ble the Agent to the Governor General in Central India, Madras States, States of Western India and Punjab States.

The Hon'ble the Resident at Hyderabad and Baroda.

The Hon'ble the Resident in Mysore and Chief Commissioner of Coorg.

The Chief Commissioner, Delhi.

The Agents, Assam Bengal, Barsi Light, Bengal and North Western, Bengal Nagpur, Bombay, Baroda and Central India, Burma, East Indian, Eastern Bengal, Great Indian Peninsula, Madras and Southern Mahratta, North Western, Rohilkund and Kumaon and South Indian Railways.

The Officer in charge, Aden Railway.

The Agent and Chief Engineer H. E. H. the Nizam's Guaranteed State Railways.

The Managers, Bhavnagar State, Dholpur Bari, Jodhpur, Bikaner and Udaipur-Chitorgarh Railways.

The Managers and Engineers-in-Chief, Bengal-Dooars, Baroda State, Cutch State, Gondal, Jamnagar and Dwarka, Junagad and Porbandar Railways.

The Manager and Executive Engineer, Morvi Railway.

Messrs. Martin & Co., Managing Agents, Futwah-Islampur Light Railway.

Messrs. McLeod & Co., Managing Agents, Ahmadpur-Kutwa, etc., etc., Railways.

The Member for Public Works, Gwalior Durbar.

The Chairman, Madras Port Trust.

The General Secretary, Indian Railway Conference Association.

The Principal, Railway School of Transportation, Chandausi.

The Senior Government Inspectors of Railways, Circles Nos. 1, 2, 3, 4, 5, 6 and 7.

The Government Inspector of Railways, Circle No. 2-A.

Order.—Ordered that this Resolution, with its enclosures, be published under a notification in the Gazette of India as required by sub-section (3) of section 47 of the Indian Railways Act, 1890 (IX of 1890), and that a copy thereof be kept open for inspection at railway stations as directed by sub-section (6) of the same section; also that a copy of this Resolution and of its enclosures be communicated to the Governments, Administrations, and Officers, noted in the margin, for information.

P. H. MAFLIN,

Secretary, Railway Board.

Document accompanying :—

General Rules for open lines of railways in British India, administered by the Government,

In exercise of the powers conferred by section 47 of the Indian Railways Act, 1890 (IX of 1890), and by the notification of the Government of India in the Department of Commerce and Industries No. 801, dated 24th March 1905, and in supersession of the rules annexed to Railway Board Circular No. R. T. $\frac{89\text{-}A}{5}$, dated the 8th September 1906, the Railway Board hereby make the following general rules for all railways in British India administered by the Government and for the time being used for the public carriage of passengers, animals or goods, and direct that the said rules shall come into force on the 1st July, 1929.

PREFACE.

1. The General Rules for Open Lines of Railways together with the Subsidiary Rules of the East Indian Railway are herewith published for the information and guidance of the staff.

2. (*a*) The General Rules are printed in bold type while the Subsidiary Rules are in smaller type and are further distinguished by the letters S. R.

(*b*) The Subsidiary Rules are not serially numbered but bear the same number as the General Rules which they explain or amplify.

(*c*) The Subsidiary Rules shall be read in conjunction with the General Rules and are equally binding on the staff.

3. **Legal obligation of railway servants.**—Every railway servant is bound by the terms of his employment to obey the General and the Departmental rules in force on the railway upon which he is employed (*vide* 227, 229 G. and I., P. W. D. Circular No. 30 of 2nd September 1873).

4. **Care of rule book.**—This book of rules is to be carefully studied and kept ready for use, and when issued to a servant shall be retained by him throughout his service. All alterations or corrections that may from time to time be notified, are to be neatly entered as may be directed at the time of their issue. The book is the property of the Administration and shall be given up by the holder on his leaving the service.

5. **Orders not understood.**—Should any order not be fully understood by any railway servant, he should refer to his immediate superior.

6. **Alteration of orders.**—No order contained in this book shall be varied, superseded, or suspended, except under the express authority of the Chief Operating Superintendent in writing, and no servant of the Administration shall be excused for neglect of any rule herein laid down, by reason of such rule having been allowed, either by himself or by his predecessors to fall into abeyance, or disuse. Nor shall ignorance of a rule be accepted as a justifiable plea for disregarding it.

7. **Orders to be kept private.**—(*a*) All orders, letters and instructions issued in this connection shall be considered private and shall be communicated only to such of the servants of the Administration as they concern.

(*b*) Letters or communications pertaining to the business of the railway shall never be given up or shown to the public without special instructions.

8. **Old orders cancelled.**—All previous working, subsidiary and standing orders issued for the guidance of railway servants are cancelled by these rules

9. **Addenda and Corrigenda** :—A record of all Addenda and Corrigenda issued subsequent to the publication of this book shall be kept on the record pages in the front of the book.

10. **Application of Rules** :—Wherever the expression East Indian Railway is used in any subsidiary rule it shall be understood to apply to all lines worked by the Administration of the East Indian Railway.

11. **Supplementary Rule Books.**—(*a*) A separate book dealing with the Instructions for Working Trains on the double and single lines by Electrical Instruments on the Absolute Block System entitled "The Block Working Manual" is issued to all staff responsible for receiving, despatching or passing trains. The Block Working Manual shall be carefully studied in conjunction with the General and Subsidiary Rule Book, by all such staff.

(*b*) Rules for the Classification and Reporting of Accidents are also issued separately which shall likewise be studied and acted up to by such of the staff as are concerned.

(*c*) Standing Orders have also been revised and issued as a separate volume.

12. **Caution Order.**—Rules regarding the issue of special instructions to Drivers on Caution Order Form T. 550 will be found in Appendix A at the end of the book.

13. **Forms** :—A specimen of each form to which allusion has been made in this book will be found reduced in size in Appendix B at the end of the book.

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PART I

Rules for the Guidance of Railway Servants.

INDIAN STATE RAILWAYS

(East Indian Railway.)

PART I.

RULES FOR THE GUIDANCE OF RAILWAY SERVANTS.

CHAPTER I

PRELIMINARY.

1. Definitions.—In these rules, unless there is anything repugnant in the subject or context,—

(1) "**adequate distance**" means the distance sufficient to ensure safety;

(2) "**approved special instructions**" means special instructions approved of or prescribed by the Government Inspector;

(3) "**authorised officer**" means the person who is duly empowered by general or special order of the Railway Administration, either by name, or by virtue of his office, to issue instructions or do any other thing;

S. R. 1 (3).—*Principal* Officers and Divisional Superintendents are authorised Officers under this rule.

(4) "**authority to proceed**" means the authority given to the Driver of a train, under the system of working, to leave the block station with his train;

(5) "**ballast train**" means a train intended for the carriage of ballast, stone, material or fuel when picked up or put down either between stations or within station limits;

(6) *to* "**block back**" means to despatch a message from a block station intimating to the block station immediately in rear on a double line, or to the next block station on either side on a single line, that the block section is obstructed or is to be obstructed ;

(7) to "**block forward**" means to despatch a message from a block station on a double line intimating to the block station immediately in advance the fact that the block-section in advance is obstructed or is to be obstructed ;

(8) "**block-section**" means that portion of the running line between two block stations on to which no running train may enter until permission to approach has been received from the block station at the other end of the block section.

S. R. 1 (8).—(*a*) The "Block section" commences :—

(*i*) On the double line at the last Stop signal of a station.

(*ii*) On the single line :—

(*a*) At the Advanced Starter if one is provided.

(*b*) At the Shunting Limit Board if there is no Advanced Starter.

(*c*) At the Home signal for the opposite direction if there is no Advanced Starter or Shunting Limit Board.

(*d*) At the outermost facing points, if there is no Advanced Starter, Shunting Limit Board or Home signal.

Note.—The Block section always commences where the station section ends, or (if there be no Station section) where the last Block section ends.

(*b*) The Block section ends :—

(*i*) At an A Class station double line at the last Stop signal.

(*ii*) At a B Class station double line at the Home signal.

(*iii*) At a C Class station double line at the last Stop signal.

(*iv*) At a B Class station single line :—

(*a*) At the Advanced Starter for the opposite direction if one is provided.

(*b*) At the Shunting Limit Board if there is no Advanced Starter.

(*c*) At the Home signal if there is no Advanced Starter or Shunting Limit Board.

(*d*) At the Outermost Facing Points if there is no Advanced Starter, Shunting Limit Board or Home signal.

(9) "**connections**", when used with reference to a running line, means the points and crossings or other appliances used to connect such line with other lines or to cross it;

(10) "**day**" means from sunrise to sunset;

(11) "**Driver**" means the Engine Driver or other person for the time being in charge of a working locomotive;

(12) "**fixed signal**" includes a semaphore arm or disc for use by day and a fixed light for use by night;

(13) "**fouling mark**" means the mark at which the infringement of fixed Standard Dimensions occurs, where two lines cross or join one another;

(14) "**Ganger**" means the person in charge of a gang of workmen employed on the permanent-way, or other works connected therewith;

(15) "**goods train**" means a train (other than a ballast train) intended solely or mainly for the carriage of animals or goods;

(16) "**Government Inspector**", when used with reference to any railway, means an Inspector appointed to exercise any functions under the Act in respect of that railway;

(17) "**Guard**" means the railway servant in charge of a train, and includes a brakesman or any other railway servant who may for the time being be performing the duties of a Guard;

(18) "**Inspector of Way or Works**" means any Inspector or Assistant Inspector responsible for the construction or maintenance of permanent-way, points and signals, bridges or other works connected therewith;

(19) "**last stop signal**" means the Starter or, if an advanced Starter is provided, the Advanced Starter;

(20) "**main line**" means the line ordinarily used for running trains through and between stations;

(21) "**mixed train**" means a train intended for the carriage of passengers and goods, or of passengers, animals and goods;

(22) "**night**" means from sunset to sunrise;

(23) "**obstruction**" and its cognate expressions includes a train, vehicle or obstacle on or fouling a line, or any condition which is dangerous to trains;

(24) "**ordinary train**" means a train, whether passenger, goods or mixed, which is entered in the Working Time-tables;

(25) "**passenger train**" means a train intended solely or mainly for the carriage of passengers and other coaching traffic, and includes a troop train;

(26) "**permission to approach**" means the permission given from a block station to a block station in rear for a train to leave the latter and approach the former;

(27) "**facing and trailing points**"; Points are facing or trailing in accordance with the direction a train or vehicle moves over them. Points are said to be "facing points" when by their operation a train approaching them can be directly diverted from the line upon which it is running;

S. R. 1 (27).—(*a*) A Trap Switch is a point or points provided on a line to isolate it from another line or to prevent movements on a line in a wrong direction.

(*b*) Derail is an appliance fitted to a line to serve the same purpose as a trap switch.

(28) " **running line** " means the track, which may consist of one or more lines with the crossover roads connecting them, to be used by a train when entering or leaving a station or when passing through a station or between stations ;

(29) " **running train** " means a train which has started under an authority to proceed and has not completed its journey ;

(30) " **special instructions** " means instructions issued from time to time by the authorised officer in respect to particular cases or special circumstances ;

(31) " **special train** " means any train which is neither an ordinary train nor a ballast train ;

(32) " **station** " means any place on a line of railway at which traffic is dealt with, or at which an authority to proceed is given under the system of working ;

(For Block Station see rule 2.)

(33) " **station limits** " means the portion of a railway which is under the control of a Station Master and is situated between the outermost signals of the station ;

(34) " **Station Master** " means the person on duty who is for the time being responsible for the working of the traffic within station limits, and includes any person who is for the time being in independent charge of the working of any signals and responsible for obtaining and sending the permission to approach and for giving the authority to proceed ;

(35) " **station section** " means that section of station limits at a Class B station which is included—

(*a*) on a double line, between the Home signal and the last Stop signal of the station in either direction, or

(*b*) on a single line—

(1) between the Shunting Boards or Advanced Starters (if any), or

(2) between the Home signals if there are no Shunting Boards or Advanced Starters or

(3) between the outermost facing points if there are no Home signals or Advanced Starters or Shunting Boards ;

(36) "**system of working**" means the system adopted for the time being for the working of trains on any portion of a railway ; and

(37) "**train**" means an engine, with or without vehicles attached.

Note.—Special definitions applying solely to the working of Electrified Railways are given in Chapter XIX.

2. **Classification of stations.**—(*a*) Stations shall, for the purpose of these rules, be deemed to be divided into two categories. — Block stations, and non-Block stations.

(*b*) Block stations are those at which the Driver must obtain an authority to proceed under the system of working to enter the Block section with his train, and consist of three classes :—

Class A stations—where permission to approach may not be given for a train unless the line on which it is intended to receive the train is clear for at least a quarter of a mile beyond the Home signal, or up to the Starting signal ;

Class B stations—where permission to approach may be given for a train before the line has been cleared for the reception of the train within the station section or for the purposes of rule 285 (c) within the station limits.

Class C stations.—block huts, at which no trains are booked to stop.

(c) Non-Block stations or *Class D stations* are stopping-places or flag stations, which are situated between two consecutive Block stations, and do not form the boundary of any Block-section.

S. R. 2.—(*a*) General Rule 285 (*c*) refers to the Section Clear System of working which is not in use anywhere on the East Indian Railway.

(*b*) *Special Class stations.*—Any station which cannot be worked solely under A. B. C. or D Class conditions is termed "Special" class.

(*c*) The classification of each station on the East Indian Railway will be found in the Appendix to the Working Time Table.

CHAPTER II.

SIGNALS.

A.—General Provisions.

3. General use of signals.—The signals prescribed in these rules shall be used for controlling the movement of trains in all cases in which exceptions are not allowed by approved special instructions.

4. Kinds of signals.—The signals to be used for controlling the movement of trains shall be—

fixed signals ;

hand signals ; and

detonating signals.

5. Use of night signals by day.—The signals prescribed in these rules for use by night shall also be used by day in tunnels and in thick or foggy weather.

B.—Description of Fixed Signals.

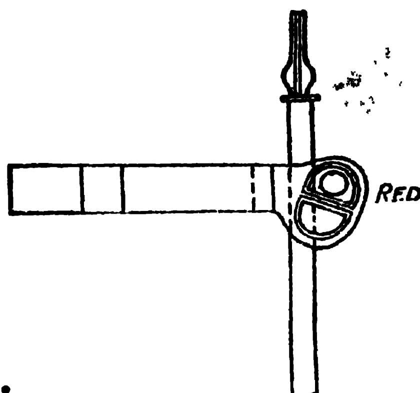
Note.—Automatic, colour light and three position signals are described in Chapter XI.

6. Use of Semaphore Stop signals and Warner signals.—Unless approved special instructions are issued to the contrary, all railways shall be equipped with Semaphore signals, which shall be either Stop signals or Warner signals.

7. Description of Stop signals and their indications.—(*a*) When a Semaphore signal is used as a Stop signal, the arm shall be square-ended, and the signal shall be arranged to give two indications, namely, "stop" and "proceed", either by the position of the arm or by the showing of a light.

B.—Description of Fixed Signals.—(Contd.)

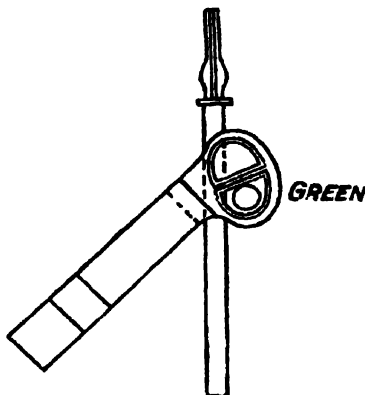
(*b*) The horizontal position of the arm, or, at night, the showing of a red light, thus :—



constitutes the " **on** " position and signifies "stop dead and do not pass till the arm is lowered, or at night, till the light is changed to green."

Note :—The showing of a white light by night constitutes the "**on**" position in the case of a Calling On signal.

(*c*) The inclined position of the arm, lowered to an angle of from 45° to 60° below the horizontal, or, at night, the showing of a green light, thus :—



constitutes the " **off** " position and signifies " proceed

B.—Description of Fixed Signals.—(Contd.)

8. Description of Warners and their indications.—(*a*) A Warner has a fish-tailed arm and is intended to warn a Driver—

(*i*) of the condition of the Block section ahead, or

(*ii*) that he is approaching a Stop signal.

(*b*) Except under approved special instructions, the use of a working Warner is confined to interlocked stations, and it must give two indications,

"Proceed with Caution" and "Proceed"

(*i*) The horizontal position of the arms, and at night, the showing of two lights, one at the root of the arm and red, and the other five to seven feet above it and green, or under approved special instructions, one yellow light at the root of the arm constitutes the "**proceed with caution**" position and signifies pass by without stopping, but with caution, and be prepared to stop at the next Stop signal

(*ii*) The inclined position of the arm, lowered to an angle of from 45° to 60° below the horizontal, and at night, the showing of two lights one at the root of the arm and green, and the other five to seven feet above it and also green, or under approved special instructions one green light only constitutes the "**proceed**" position and signifies that the next Block section ahead is clear.

(*iii*) Where special circumstances justify the use of an unworked Warner it shall be secured in the "**proceed with caution**" position and not be coupled up or duplicated for directing purposes.

9. Placing of Warners.—(*a*) A Warner may be placed either—

(*i*) on a post by itself with a fixed green light by night five to seven feet above it at an adequate distance outside the Home signal ; or

B.—Description of Fixed Signals.—(Contd.)

(*ii*) on a post by itself at an adequate distance outside the Home signal if the light at the root of the arm in the "**proceed with caution**" position is yellow; or

(*iii*) on the same post as, but five to seven feet below the arm of the Outer signal; or

(*iv*) on the same post as, but five to seven feet below the last Stop signal of a station.

(*b*) When the Warner is placed below a Stop signal, the variable light of the Stop signal shall take the place of the fixed green light of the Warner, and the mechanical arrangements shall be such that the Warner cannot be taken "**off**" while the Stop signal above it is "**on**".

10. Significance of various combinations of arms or lights.—The significance of the various combinations of arms or lights, described in rules 7, 8 and 9, is as follows:—

Reference.	Indication.	Meaning.
	R=Red G=Green Y=Yellow.	
(*a*)	R	*Stop dead*
(*b*)	G	*Proceed.*

B.—Description of Fixed Signals.—(Contd.)

Reference.	Indication.	Meaning.
(c)	R R or R Y	*Stop dead.*
(d)	G R or G Y	*Proceed cautiously and be prepared to stop at the next stop signal.*
(e)	G G	*Proceed, the next Block section ahead is clear.*
(f)	G R or Y	*Proceed cautiously and be prepared to stop at the next Stop signal,*

B.—Description of Fixed Signals.—(Contd.)

Reference.	Indication.	Meaning.
(g)	G G or G	*Proceed, the next Block section ahead is clear.*

11. Kinds of Stop signals for approaching trains.—(*a*) The Stop signals which control the movement of trains approaching a station are of three kinds, namely—Outer, Home and Routing signals.

(*b*) The Outer signal is a signal fixed at an adequate distance outside the point up to which the line may be obstructed after permission to approach has been sent to the station in rear.

(*c*) The Home signal is the first Stop signal of a station at which an Outer signal is not provided, and the second Stop signal of a station at which an Outer signal is provided. It shall be fixed outside all connections on the line to which it refers.

(*d*) The Routing signal is a special bracketted signal used to indicate to a Driver which of two or more diverging lines is made for him, when the Home signal is, in consequence of its position, inconvenient for that purpose.

S. R. 11.—At a C. Class station the Home signal marks the commencement of the Block Section ahead and when "**off**" authorises a Driver to enter that section.

12. Kinds of Stop signals for departing trains.—(*a*) The Stop signals which control the movement of trains leaving a station are of two kinds, namely, Starters and Advanced Starters.

B.—Description of Fixed Signals.—(Contd.)

(*b*) Where there is only one Starting signal it is called the Starter.

(*c*) Where a train leaving a station is guided by more than one Starter the outermost is the last Stop signal of a station, and is called the Advanced Starter.

(*d*) Except in shunting operations, the Starter, where only one such signal is provided, or the Advanced Starter, where two or more Starters are provided, shall be fixed at the limit beyond which no train may pass unless the Driver is given the authority to proceed which is required by the system of working, and shall be fixed outside all connections on the line to which it refers, in all cases in which exceptions are not allowed by approved special instructions.

(*e*) Where an Advanced Starter is provided, the Starter shall be placed so as to protect the first facing points or fouling mark on the line to which it refers.

13. Calling-on signals.—A Calling-on signal is a short arm fixed on the same post as, and below the arm of a Stop signal governing the approach of a train : and when "**off**" authorises a Driver to draw ahead with caution, although the arm above is "**on**".

14. Shunting signals.—(*a*) Miniature Semaphores, or Disc signals are used to control shunting operations in station yards. A Miniature Semaphore may consist of a white disc with a red bar painted on it, the disc to be so operated that the red bar moves in the same manner as a signal arm.

(*b*) In the case of Miniature Semaphore signals the day and night indications correspond with those given under clauses (*a*) and (*b*) of rule 10.

(*c*) In the case of revolving Disc signals the "**on**" position is shown in the day time by a red disc, and at night by a red light; the "**off**" position is shown in the day time by the disc being turned "**off**", and at night by a green light.

B.—Description of Fixed Signals.—(Contd.)

(*d*) Point and Trap Indicators are not signals, but are appliances fitted to, and working with points to indicate by day or by night the position in which the points are set.

S. R. 14.—(*a*) A Shunting signal may either be on a separate post or be fixed on the same post as and below the arm of a departure signal and when "**off**" authorises a Driver to draw ahead although the arm above it is "**on**".

(*b*) (*i*) Point Indicators shall show a white target and a white light in both directions when the points are set for the straight and a green light in both directions when set for the turn out.

(*ii*) When a Trap Indicator works in conjunction with trap switches or derails it shall show a red target and a red light in both directions with the switch open or the derail on the rail, and a green light in both directions with the switch closed or the derail off the rail.

15. Co-acting signals.—(*a*) Co-acting signals are duplicate signals fixed below ordinary signals and are provided where, in consequence of the height of the signal post, or of there being an overbridge or other obstacle, the main arm or light is not in view of the Driver during the whole time that he is approaching it.

(*b*) Co-acting signals shall be fitted at such height that either the main arm or light, or the co-acting arm or light, is always visible.

S. R. 15.—A Co-acting signal may also, when necessary be placed on a separate post.

16. Normal position of Fixed signals.—(*a*) The normal position of every Fixed signal shall be "**on**".

(*b*) Every Fixed signal shall be so constructed that, in case of failure of any part of its connections, it shall remain at, or return to, its normal position.

S. R. 16.—Fixed signals at Class D stations, level crossings and siding points between stations may be kept normally "**off**".

17. Position of signal arms.—Signal arms shall be placed on the left hand side of the post as seen by the Driver of any approaching train, to which they refer.

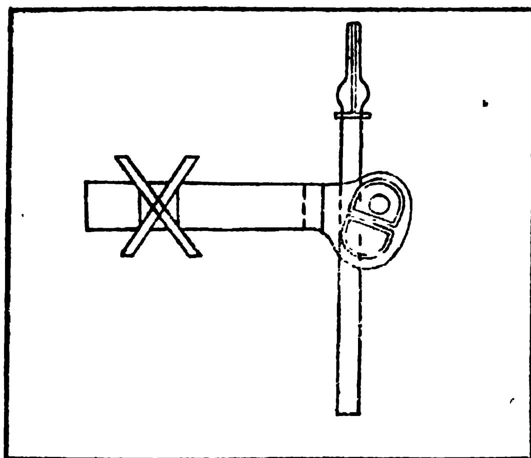
B.—Description of Fixed Signals.—(Contd.)

18. Painting of signal arms.—Signal arms shall be painted the same colour as the light exhibited in the "**on**" position with a white bar on the side facing trains to which they refer and white with a black bar on the other side. Such bars shall be parallel with the end of the arms.

Note.—In the case of a yellow arm, a black bar shall take the place of the white bar on the side facing trains.

19. Distinguishing signs for signal arms.—Signal arms referring to lines other than passenger lines shall, at places where distinction between signals for passenger lines and signals for other lines is necessary, be distinguished by rings, or other distinguishing signs.

20. Signals out of use.—When a Semaphore signal is not in use, the arm shall remain fixed in the "**on**" position and shall be distinguished by two crossed bars, each bar being not less than 3′ 6″ long and 4″ wide, thus—



21. Position of Fixed signals.—Fixed signals shall be clearly visible to the Drivers of approaching trains. They shall be placed immediately to the left of, or above the line to which they apply unless there are special reasons to the contrary.

B.—Description of Fixed Signals.—(Contd.)

22. Bracket posts and signal posts; when to be used.—(*a*) Unless otherwise permitted by approved special instructions—

(*i*) where two or more lines diverge, the signals shall be fixed on a bracket post; a route indicator may be provided instead of separate signals where the speed does not exceed 15 miles an hour.

(*ii*) where two or more lines converge, the signals shall be fixed on separate posts.

Provided that, where the number of signals is considerable, they may be fixed on separate posts or dolls carried on a signal bridge and grouped so that the respective signals are clearly distinguishable for each line and placed as nearly as possible over the lines to which they refer.

(*b*) In the case of all bracket or bridge signals, the left hand signal shall be read as referring to the left hand line, and the second signal from the left shall be read as referring to the next line from the left, and so on.

23. Distinction between signals.—(*a*) Signals on brackets and bridges shall be distinguished as much as possible by grouping and by making the more important signals higher than the less important signals.

(*b*) At stations where a number of lines diverge from an approach line, one signal with indicating apparatus for each diverging line, may be provided instead of separate signals. If the approach line is a through fast line a separate signal shall be provided for it, and where lines diverge from both sides of it, one signal shall be provided for lines diverging to the left, and another for lines diverging to the right.

Note.—Under approved special instructions, the indicating apparatus referred to above may be dispensed with.

24. Placing of more than one signal on the same post.—(*a*) Not more than one signal referring to trains moving in the same direction (whether on the

B.—Description of Fixed Signals.—(Concld.)

same line or on separate lines) shall be placed on the same post, unless—

(*i*) there be only two signals on the post and the lower signal is a Warner fixed from five to seven feet below the other signal ; or

(*ii*) the lower signal is a Co-acting, Shunting or Calling-on signal fixed below the next signal ; or

(*iii*) the sanction of the Government Inspector has been obtained.

(*b*) Where, with the sanction of the Government Inspector under sub-rule (*a*) (*iii*), two or more signals are placed on the same post, the top arm shall apply to the extreme left hand diverging line and the second arm shall apply to the next line in order from the left, and so on.

25. Back-lights.—(*a*) Every Fixed signal, the light of which cannot be seen from the point from which the signal is worked, shall be provided with a back-light by which the Station Master may see whether the light is burning or not.

(*b*) Back-lights of signals shall show a small white light when "**on**", and no light at all in any other position.

(*c*) A fixed green light when used above a Warner, shall show a white back-light.

Provided that signals shall not be required to be provided with back-lights when electric indication locks or visual electric indicators, which show whether lights are burning, are provided.

26. Electric repeater.—The arm and light of any Fixed signal which cannot be seen from the place from which the signal is worked shall be repeated to such place by means of an efficient electric repeater.

S. R. 26.—In the event of an Electric Repeater fitted to any signal getting out of order, the signal to which it refers shall be treated as out of order,

C.—Provision of Fixed Signals.

27. Obligation to provide Fixed signals at stations.—The Fixed signals prescribed in this sub-chapter shall be provided at every station except—

(*a*) stations between which trains are worked on the One Engine Only system, mentioned in Chapter XVI ; and

(*b*) stations which are exempted from this rule by approved special instructions.

28. Inspection of Fixed signals.—Fixed signals shall not be brought into use until they have been passed by the Government Inspector as being sufficient to secure the safe working of trains.

S. R. 28.—No new signal shall be taken into use until it has been inspected by a Sighting Committee, in accordance with the rules laid down for such Committees in Standing Orders.

29. Minimum equipment of Fixed signals.—The minimum equipment of Fixed signals to be provided for each direction shall be as follows :—

(*a*) At a Class A station—

a Warner
a Home
a Starter.

or under approved special instructions—

an Outer
a Warner below the Outer,
a Starter.

(*b*) At a Class B station—

an Outer,
a Home.

(*c*) At a Class C station—

a Warner,
a Home.

C.—Provision of Fixed Signals.—(Contd.)

30. Additional Fixed signals at Class B stations.—Besides the minimum equipment prescribed in rule 29 the following Fixed signals shall be provided at Class B stations, namely :—

(*a*) on a double line—a Starter for each direction ;

(*b*) on both a double and a single line—if trains run through at high speed without stopping, a Warner to be fixed below the arm of the Outer ; and

(*c*) on a single line worked on the Absolute Block system—if the obstructing of the line outside the Home signal in the direction of an approaching train is permitted under rule 255, a shunting board* (bearing the words "shunting limit" on the side which faces the station, and fitted with a lamp showing a white light in both directions to mark its position by night) or an Advanced Starter, to be fixed at a distance not exceeding 200 yards from the outermost facing points, to mark the extreme limit up to which such obstructing may be permitted.

In such cases the Outer signal shall be fixed not less than a quarter of a mile outside the Shunting Limit Board or the Advanced Starter.

31. Exceptions to Rules 29 and 30.—Notwithstanding anything contained in rules 29 and 30—

(*a*) if the station has only one connection off the main line, the station shall be worked in accordance with approved special instructions ;

(*b*) on any railway where traffic is light and speeds slow, one Stop signal only in each direction may be provided at each station ; such signal to be located at an adequate distance outside the outermost facing points of the station, and trains worked in accordance with approved special instructions ;

C.—Provision of Fixed Signals.—(Concld.)

(c) on any railway having very light traffic worked by day only, all signals may be dispensed with, trains being worked in accordance with approved special instructions.

32. Additional Fixed signals at stations generally.—In addition to the equipment prescribed in rules 29 and 30 such other Fixed signals shall be provided at every station as may be necessary for the safe working of trains.

33. Signals at Class D stations.—At a Class D station a train may be stopped either by hand signals or by a Semaphore Stop signal for each direction.

34. Signals at gates.—Unless exempted under approved special instructions, every gate which closes across the line at a level crossing shall, except when interlocked with station signals, be provided with Semaphore signals fixed at an adequate distance from the gates and showing Stop signals both up and down the line when the gates are open for the passage of road traffic.

35. Protection and working of points of outlying sidings.—Where there are points in the main line at a place which is not a station, provision for the protection of such points, by signals or otherwise, and for working them, shall be made in order to secure the safe working of trains to the satisfaction of the Government Inspector.

D.—Working of Points and Signals.

36. Fixed signals generally.—(*a*) Fixed signals shall always be kept "**on**" except when taken "**off**" to allow a train to pass, and shall be replaced to "**on**" immediately such train has passed complete.

(*b*) No Fixed signal shall be taken "**off**" without the permission of the Station Master.

(*c*) A signal which has been taken "**off**" for the passage of a train shall not be placed "**on**" until the whole of the train which it controls has passed it. Except—

(*i*) in case of emergency.

D.—Working of Points and Signals.—(Contd.)

(*ii*) where automatic reversers are in use in which case the lever operating the signal shall not be restored till the whole of the train has passed.

(*d*) At stations on a single line, except under special instructions where the interlocking or the lay-out of the yard renders a contrary procedure safe, when two or more trains are approaching simultaneously from any direction, the signals for one train only at a time may be taken "**off**" all other signals being kept "**on**", until the train for which signals have been taken "**off**" has come to a stand at the station or has cleared the station.

S. R. 36.—(a) The staff responsible for working signals shall always see that the position of the signal arm corresponds with the position of the lever operating it.

(b) Signals for a train approaching a station are not to be lowered earlier than 10 minutes before the train is due, or, until the "Train Entering Section" signal has been received from the station in rear.

(c). (*i*) At stations where points and signals are interlocked, except in cases of emergency, no Stop signal shall be put back to "**on**" until the movement for which the signal was taken "**off**" has been completed.

(*ii*) If in an emergency, a signal has to be placed in the "**on**" position before the arrival of the train to which it refers, no points shall be moved until the train has come to a stand, except to prevent an accident.

(*iii*) In the event of two trains approaching an uninterlocked station on the **single line** at the same time, or nearly the same time, the signals shall be lowered for the train which the Station Master has decided to admit first, the other train being brought to a stand at the Outer, but in case it is necessary subsequently to alter the arrangements and to give precedence to the other train, the Station Master shall first put *all signals* to "**on**", and keep them in the "**on**" position, until both trains have been brought to a stand, when precedence can be given to the proper train.

(*iv*) When a train is booked to run through a station on a single or double line, a green hand signal shall be waved from the signal cabin or where there is no cabin from the platform or from where it can best be seen by an approaching train.

(*v*) Cabins in large yards where shunting is performed by pilots, shall not exhibit any flag or light, to running trains. In such yards running trains shall be governed entirely by Fixed signals, and all shunting work by hand signals, except where special shunting signals are provided.

D.—Working of Points and Signals.—(Contd.)

37. Points affecting movement of train.—(*a*) The Station Master shall not give permission to take signals "**off**" to admit a train until—

(*i*) all facing points over which the train will pass are correctly set and locked ;

(*ii*) all trailing points over which the train will pass are correctly set, and

(*iii*) the line over which the train is to pass is clear and free from obstructions.

(*b*) Facing points when neither interlocked nor key locked, shall be locked for the passage of a train either by a clamp or by a through bolt locking the nose of the switch rail to the stock rail, such clamp or through bolt to be provided with a padlock by which it can be locked in position. It is not sufficient to lock the lever working the points.

38. Home signals.—(*a*) When a train is approaching a Home signal otherwise than at a terminal station, the signal shall not be taken "**off**" until the train has first been brought to a stand outside the signal, unless—

(*i*) (on a double line) the line is clear for an adequate distance beyond the Starter ; or

(*ii*) (on a single line) the line is clear for an adequate distance beyond the trailing points or up to the further Outer, whichever distance is less, or, if allowed by approved special instructions, for an adequate distance beyond the place at which the train is required to come to a stand.

(*b*) The adequate distance referred to in sub-rule (*a*) shall never be less than 200 yards without the sanction of the Government Inspector. A sand hump of approved design shall be deemed to be an efficient substitute for the adequate distance referred to.

S. R. 38.—If the Block section beyond the last Stop signal of a station on the double line is obstructed and it is required to draw a train up to that signal, the movement shall not be permitted until the train has been checked and practically brought to a stand at the Home signal or the signal immediately in rear of the last Stop signal.

D.—Working of Points and Signals.—(Contd.)

39. Outer signals.—(*a*) When a train is approaching an Outer signal the signal shall not be taken "**off**" until the train has first been brought to a stand outside the signal, unless the line on which the train is to be received in the station is clear—

(*i*) in the case of a double line, up to the Starter signal ; and

(*ii*) in the case of a single line, for an adequate distance beyond the first facing points.

(*b*) When a train which is booked to run through has to be stopped out of course at a station where Warners are not provided, the Outer shall not be taken "**off**" until the train has been brought to a stand outside it.

S. R. 39.—(*a*) Where it is required to stop a train for shunting purposes short of the points :—

(*i*) The Outer signal shall not be taken "**off**" until the train has been brought to a stand. It may then be taken "**off**" and the train brought up to the Home signal when its further movement shall be controlled by the Calling-on Arm.

In the absence of a Calling-on Arm the Driver may be piloted past the Home signal in the "**on**" position by a man who shall be given Form T. 550 by the Station Master to be made over to the Driver.

(*ii*) *Where the Outer cannot be lowered until such time as the Home has been previously lowered, and where no Calling-on Arms are provided on the Home signal post.*—Both the Home and the Outer shall be kept in the "**on**" position until the train has been brought to a stand at the Outer. The Home and the Outer shall then be taken "**off**" and a man will be posted to stop the train, by the exhibition of hand signals, at the place where the Driver is required to stop.

Note.—When trains are stopped at the Outer signal in this manner Drivers shall in addition to observing the usual Fixed signals keep a sharp look out for and comply with the hand signals referred to in the above rule.

40. Warner signals.—A Warner shall not be taken "**off**" for a train that is booked to stop, or for a train that has to be stopped out of course.

D.—Working of Points and Signals.—(Contd.)

41. The Last Stop signal.—The Last Stop signal shall not be taken "**off**" for a train unless permission to approach has been received from the station in advance.

42. Calling-on signals.—A Calling-on signal referring to a running train shall not be placed to "**off**" until the train has been brought to a stand at the signal below which the Calling-on signal is fixed.

43. Shunting.—(*a*) The Outer, Home and the last Stop signal, of a station, shall not be taken "**off**" for shunting purposes.

(*b*) At stations where Advanced Starters are provided, Starters shall be taken "**off**" for shunting purposes, except where the interlocking interferes with this practice, in which case hand signals shall be used where Shunting signals are not provided.

S. R. 43.—(*a*) If it is necessary to shunt outside an Advanced Starter, or a Starter where no Advanced Starter is provided, the Driver shall be given a written authority (on Form T. 65) to pass the signal in the "**on**" position.

(*b*) On completion of shunting past the Starter or Advanced Starter, the Driver shall back his train to the station side of the signal, and remain there until the signal is lowered for him to start.

(*c*) When Form T. 65 is used as an authority to pass a signal in the "**on**" position or for any other shunting operation at a station where the Guard is responsible for controlling shunting operations it shall be signed by the Guard before it is handed over to the Driver, to whom, if he is illiterate, it shall be explained.

(*d*) At single line stations in thick and foggy weather no shunting under any circumstances shall take place outside the facing points after Line Clear has been given, until the approaching train has arrived in the station.

(*e*) The lowering of a main line Starter or Advanced Starter, is not to be accepted as a signal for a shunted train to leave a siding. A Driver shall not leave the siding until ordered and signalled by the Guard and until the siding signal, if provided, gives the necessary indication. The Driver shall be guided thereafter by the main line Starter, or Advanced Starter.

D.—Working of Points and Signals.—(Contd.)

44. Signal cabins.—The Station Master shall make himself thoroughly acquainted with the duties of the staff employed in the signal cabins, if any, at his station; satisfy himself that they perform their duties correctly; and in order to maintain an effectual supervision over the said staff frequently visit the signal cabins.

S. R. 44.—(*a*) The Station Master shall make it a practice to visit cabins both by night and by day.

(*b*) The staff in signal cabins are designated as follows and no other terms are to be used in official correspondence :—

Assistant Station Master

Cabinman.—A man appointed to hold charge of a signal cabin and pass trains on Electric Block Instruments or Morse with or without a Cabin Signalman under him to work the levers.

Switchman.—A man appointed to hold charge of a signal cabin and pass trains on Electric Block Instruments and work levers in a cabin.

Cabin Signalman.—A man trained to work the levers in a cabin under orders of the man in charge or the Station Master.

45. Signal lamps.—(*a*) Whenever any train is timed to run or is expected to run, on any section of a railway at night, the Station Master shall see that all the Fixed signal lamps are lighted at sunset, or at such earlier time as may be prescribed by special instructions.

(*b*) The Station Master shall see that the Fixed signal lamps, when lighted, are burning brightly, that the spectacle glasses are properly cleaned, and that the back-lights are clearly visible.

(*c*) Whenever night signals are used, the Station Master shall not grant permission to approach, unless the lamps of the Fixed signals at his station which apply to the train are burning brightly.

(*d*) The Station Master shall see that the Fixed signal lamps are not put out until after sunrise, except in accordance with special instructions.

S. R. 45. *Lighting of signals.*—(*a*) Except on certain Branch lines, specially exempted by the Divisional Superintendent, all signal lamps are to be ordinarily lighted as follows :—

From 1st April to 30th September at 18-00 hours.

From 1st October to 31st March at 17-30 hours.

and are to be extinguished at 6 hours.

D.—Working of Points and Signals.—(Contd.)

(*b*) If however the weather is not clear due to storms, fogs, etc., the lighting and extinguishing of the lamps is to be arranged earlier and later respectively to suit the conditions prevailing.

46. Upkeep of signal lamps.—Every railway servant in charge of signals shall see that the greatest care is taken in the focussing, cleaning, trimming, and lighting of signal lamps.

47. Traps, slip-sidings and catch-sidings.—The Station Master shall take steps to ensure that the points of all traps, slip-sidings, and catch-sidings, when it is not necessary that they should be open, are set against the line which they are intended to protect.

48. Care of facing points when train runs through station without stopping.—When a train is to run, without stopping, through any station that is not interlocked, the Station Master of that station, or some railway servant appointed in this behalf by special instructions, shall proceed to the facing points and satisfy himself that all facing points over which the train will pass, are properly set and locked.

S. R. 48. *Locking of Facing Points.*—(*a*) All non-interlocked facing points over which any train has to pass, when entering or departing from a station shall be properly set and locked,

(i) The railway servant authorised to set and lock points is the station pointsman or any other duly qualified person appointed by the Divisional Superintendent to carry out these duties.

(ii) The locking of non-interlocked points shall be carried out in accordance with G. R. 37 (*b*),

(iii) Keys used for locking non-interlocked points shall, when not in use, be kept in the personal custody of the Station Master or other person duly authorised by the Divisional Superintendent.

(iv) Except for trains carrying passengers, for which they shall be locked in all cases, facing points need not be locked for shunting unless points are provided with locks worked by levers.

(v) In the case of facing points provided with locks worked by levers the levers shall always be pulled over for shunting whenever the interlocking permits of this being done.

(vi) At interlocked stations with separate goods yards, the goods yard points need not be locked.

D.—Working of Points and Signals.—(Contd.)

(vii) *Signal to show that facing points are locked.*—At all single line stations when the points have been locked as directed, the man at the points will show a stationary red signal towards the station until the signals are lowered. He will then show a stationary green signal towards the station and on the appearance of the train or engine will wave the signal towards the train or engine until it has passed the points.

(viii) The Pointsman manning the facing points for an incoming train shall not leave them until the train is clear of the fouling points. If the crossing is fouled when the incoming train has come to a stand, he shall wave a danger signal to the station and the Guard until the crossing is clear.

(*b*). *Reception of trains*—If no other train is to be crossed or passed, trains, other than stopping Passenger trains, will ordinarily be received on the straight, and stopping Passenger trains on the line on which the station buildings are. If another train has to be crossed or passed the following rules shall be observed :—

(*i*) Where a stopping Passenger train crosses or passes a Goods train, the Passenger train shall be received on the line on which the station buildings are.

(*ii*) In case of two stopping Passenger trains crossing, each shall take the left hand line.

(*iii*) In case of two Goods trains crossing, each shall take the left hand line.

(*iv*) In the case of a train being crossed or passed by a non-stopping train, the stopping train shall be received on the loop and the non-stopping train passed through the station on the straight line.

(*v*) At stations at which there is only one platform line when two stopping Passenger trains cross, special instructions shall be issued in the station working rules.

(*vi*) Trains which are arranged to run through stations without should stopping, ~~shall~~ always do so on the straight line.

(c). *Locking of permanently locked points,*—All permanently locked points shall be locked in accordance with G. R. 37 (*b*) and in addition the lever working the points shall also be locked, when the type of lever permits of this being done. When not in use the keys of permanently locked points shall be kept in the possession of the Station Master on duty or other person duly authorised by the Divisional Superintendent.

(*i*) The Station Master or duly authorised person shall be held responsible for the keys being returned to him as soon as the work at the points is completed and the pointsman or other authorised person shall in like manner be held responsible for seeing that the points are properly secured both before and after incoming and outgoing trains have passed over them.

D.—Working of Points and Signals.—(Contd.)

(ii) When permanently locked points are being used, movements over them shall be hand signalled by the person in charge of the movement, who shall be responsible for seeing that the points are correctly set for the movement and reset in their normal position and locked after movement has been completed.

49. Points to be kept clean and clear.—Every Pointsman shall keep the points under his charge clean, and clear of stones or other obstacles.

50. Report when points, etc., are damaged.—Whenever points, crossings, or guard rails are damaged, the Pointsman in charge shall protect them and immediately arrange to report the circumstances to the Station Master.

S. R. 50.—(*a*) Whenever points, crossings or guard rails are damaged the Station Master shall arrange the necessary subsidiary signals to temporarily protect working, and report all damages to the Permanent Way Inspector, and in the case of interlocked points to the Signal Inspector and also to the Divisional Superintendent; the latter should be advised again when the required repairs have been effected.

(*b*) If interlocked points go out of order or become defective in any way, no train or vehicle is to be allowed to pass over them , no signal is to be lowered for a train to run over them and no train is to be permitted to approach such points, within a distance sufficient to ensure safety until they have been inspected, and

(*i*) the defect has been rectified, or

(*ii*) the points have been secured by a clamp or bolt and ~~cotter~~ and padlocked.

In the case of (*ii*) speed shall be restricted to 10 miles an hour over the defective points and caution orders issued in accordance with Appendix A until the defect has been remedied by the interlocking staff.

(*iii*) As soon as repairs are completed, all concerned shall be notified by wire, that the repairs have been carried out and that the station is again being worked as an interlocked station; also that the restriction imposed need no longer be observed.

(c).—In the event of any points being burst through, the Driver shall immediately bring his train to a stand, and shall not move until ordered to do so by the Station Master. The Station Master shall if necessary order the train to move in order to clear the points and shall not permit any movement to be made in a facing direction until the points have been correctly set and secured.

D.—Working of Points and Signals.—(Contd.)

51. Pointsmen and Signalmen not to leave points or signals.—A Pointsman or Signalman shall not, while on duty, leave the points or signals which are under his charge except under special instructions.

S. R. 51.—No member of the station staff particularly if in charge of points, and signals, or shunting, shall leave his duty without being relieved by some competent person, and without the knowledge and permission of the Station Master.

52. Consent required before interfering with points and signals.—No railway servant shall interfere with any points, signals, or their fittings, signal wires or any interlocking gear for the purpose of effecting repairs, or for any other purpose, except with the previous consent of the Station Master.

S. R. 52.—(*a*) *Disconnection of points and signals.*—Before taking in hand any disconnection of points, signals or any interlocking gear, the person in charge of the work shall advise the Station Master in writing on Form S. I. 4, and obtain his signature before the work is started and after it is completed.

(*i*) Where cabins are under the control of the Station Master, he shall advise the cabin staff by telephone confirming the message with a Private Number and obtain an acknowledgment also confirmed by a Private Number before the work is started and after it is completed.

(*ii*) In the case of non-interlocked p ints the responsibility for advising the Station Master in writing devolves on the member of the Permanent Way staff responsible for the work.

(*iii*) In large yards where train movements are frequent and shunting is continually going on, repairs to or disconnection of points, signals or any interlocking gear shall, whenever possible, be supervised by the Inspector or Assistant Inspector responsible for the work.

(*b*) Whenever alterations or repairs are being carried out to interlocked points, signals or any interlocking gear:—

(*i*) A restriction of 10 miles per hour shall be imposed while the work is in hand, the stations either side and the last stopping station for through trains being advised and Forms T. 550 and T. 690 issued as necessary.

D.—Working of Points and Signals.—(Concld.)

(*ii*) The Station Master shall advise the Way or Works man in charge of the work before permitting any train movement, and the latter shall be responsible for seeing that all points over which the movement is to be made are correctly set and locked, and for providing the necessary protection in accordance with the rules laid down in Chapter VII.

E.—Procedure when fixed Signals are Defective.

53. Duties of Station Master.—As soon as the Station Master becomes aware that any signal has become defective, or has ceased to work properly, he shall—

(*a*) take measures, either by disconnecting the wire or by other means, to place the signal "**on**" if it is not already in that position ;

(*b*) depute competent railway servants with such hand signals and detonators as may be required to give signals at the defective signal until he is satisfied that such signal has been put into proper working order.

[For procedure permissible in case of a defective Advanced Starter see rule 56.]

(*c*) advise the station in rear and the last stopping station in order that the Drivers of approaching trains may be warned ;

(*d*) report the occurrence to the persons who are responsible for the up-keep of the signal.

[See also rule 78.]

S. R. 53—(*a*) The men sent out with hand signals as per G. R. 53 (*b*) above shall also be furnished with Form T. 690, which they shall hand to Drivers until the Station Master has received advice of the first train to which T. 690 has been issued at the last stopping station.

(*b*) To meet the requirements of G R. 53 (c) above, the Station Master shall advise the station in rear, and also the last stopping station for Mail, Express and Passenger trains, so that the Drivers of all approaching trains may be warned on Form T. 690 The station receiving the advice that a signal is defective shall acknowledge the message; they shall also send an advice of the number of the first train to which T. 690 is issued.

5.—*Procedure when fixed signals are Defective.*—(Contd.)

(*i*) If the station preceding that at which the signals are out of order happens to be a Block Hut, advice shall be sent by the Station Master to the nearest station on the up or down side as required.

(*ii*) In the case of Goods trains Form T. 690 shall be handed to the Driver at the station preceding the station at which the signal is out of order. Goods trains shall be stopped out of course for this purpose.

(*iii*) A separate Form T. 690 shall be used for each station at which signals are defective. The name of the Station from which the form is issued shall always be entered in full.

(*c*) Form T. 690 is printed in duplicate and bound in books to enable carbon impressions to be taken. The foil of Form T. 690 actually written out by Station Masters (and not a carbon impression) shall be given to the Driver. The carbon impression, shall be signed by the Driver and be retained for station record. The signals not referred to as being out of order shall be crossed out in ink on both the original and carbon copies.

(*i*) The signature of the Station Master on Form T. 690 shall be in full. Initials are not permitted.

(*ii*) It is the duty of Guards to interest themselves in seeing to the correct preparation of Form T. 690 in cases in which the Driver has refused Form T. 690 due to its being wrongly written out.

(*d*) When more than one engine is coupled to a train, signature on Form T. 690, shall be obtained from the Driver of the additional engine or engines before it is handed to the Driver of the leading engine. In the case of banking engines, the Driver's signature will be necessary only on forms referring to defective signals on the section or sections over which the banking engine works.

(*e*) Drivers shall attach all copies of Form T. 690 issued to them to their Joint Train Reports.

(*f*) At an interlocked station should it be found that a signal governing the approach of a train can not be taken "off" the Station Master before admitting trains on From T. 690, shall satisfy himself that all points over which the train has to pass are correctly set and locked. If points are found to be defective S. R. 50 (*b*) shall be observed.

(*g*) Signals shall only be lowered by their proper levers and shall be treated as out of order if they do not respond to the movement of their levers.

E.—Procedure when fixed Signals are Defective.—(Contd.)

54. Defective Home, Routing signal or Starter.— (*a*) In the case of a Home, Routing signal or Starter becoming defective the railway servant deputed under rule 53 (*b*) shall show hand signals to approaching trains in accordance with instructions from the Station Master. [*See* also rule 78.]

(*b*) When the Home signal becomes defective, the Outer signal shall also be deemed to be out of order, and the procedure prescribed in rule 55 shall be followed.

S. R. 54.—(*a*) The men deputed by the Station Master to hand signal trains past defective signals shall be instructed by the Station Master to act as follows :—

(i) If the Outer signal is defective, the man stationed at it, shall repeat the indications given by the Home signal. If however, the Home signal is also out of order, the man at the Outer, shall repeat the hand signals exhibited by the man stationed at the Home signal, who in his turn, shall repeat the hand signals given him by the Station Master.

(*ii*) If a Starter signal is defective, the man stationed at it, shall likewise repeat the hand signals given him by the Station Master.

(*b*) At stations on the double line where Electric Block Instruments are in use and signals are worked from cabins, when the Starter signal is defective and cannot be lowered, although "Line Clear" has been obtained from the station in advance on the Electric Block Instruments, the Switchman or ~~Cabinman~~ on duty in the cabin shall immediately advise the Station Master on duty that "Line Clear" has been obtained and that the Starter cannot be lowered, and confirm this advice by a "Private Number." The Switchman or Cabinman shall record the "Private Number" in the Train Signal Register and the Station Master in his station Diary, the latter will then issue Form T. 690 to the Driver of the train and arrange for it to pass the defective Starter signal in the "**on**" position on hand signals.

55. Defective Outer.—In the case of an Outer signal becoming defective the railway servant deputed under rule 53 (*b*) shall repeat by hand signal the indication given by the Home Signal, and, if the Home signal is also out of order, shall repeat the indication given by the hand signal at the Home signal. [*See* also rule 78.]

E.—Procedure when fixed Signals are Defective.—(Contd.)

56. Defective Advanced Starter.—In the case of an Advanced Starter becoming defective, hand signals may be dispensed with, and the Station Master may authorise a Driver to pass such signal by a written permission, which shall be handed to the Driver at the station where the defective signal is situated.

S. R. 56.—If hand signals are displayed at the Advanced Starter, Form T. 690, may be handed to the Driver at the last stopping station. If hand signals are not displayed the train shall be stopped and Form T. 690 be handed to the Driver at the station where the Advanced Starter is defective.

57. Warner not to be used when Stop signal defective.—Whenever a Stop signal is defective or ceases to work properly at a station provided with Warners, the Warner applying to the line to which the defective Stop signal applies shall be kept "**on**" until the defective Stop signal is rectified.

58. Defective Warner.—(*a*) If a Warner is out of order, it shall be kept in the "**on**" position.

(*b*) If a Warner on a post by itself is out of order and cannot be kept in the "**on**" position, a red hand signal shall be shown at the foot of the signal post, and by night if there is a fixed green light above it, it shall be extinguished, and trains, after having first been brought to a stand, may then be hand signalled past.

S. R. 58.—If a defective Warner can be kept in the "**on**" position it is not necessary to issue Form T. 690 or to show hand signals at the Warner.

59. Intimation to stations when defects remedied.—As soon as a defective signal has been put into good working order, the Station Master shall intimate the fact to the stations which were advised of its being defective.

S. R. 59.—(*a*).—The man deputed to hand signal trains past a defective signal shall remain at the signal after the defect has been put right, and shall continue to display hand signals until it is found that the issue of Form T. 690 to Drivers has been discontinued.

E.—Procedure when fixed Signals are Defective.—(Concld.)

(*b*) The stations on receipt of the advice that the signal has been put right shall acknowledge receipt of the same stating the number of the last train to which Form T. 690 was issued by them.

(*c*) If the Driver of a train holds Form T. 690 and finds the signal which was reported defective lowered and no man posted at it to wave the train past he shall stop at the signal until he is waved past.

F.—Hand Signals.

60. Hand signals; how made.—A hand signal shall be made by day, by showing a flag or hand, and by night, by showing a light.

S. R. 60.—Under no circumstances is a white light to be used as a hand signal in shunting operations except as a Danger signal in accordance with the provision of G. R. 61 (*b*) (*ii*).

61. Stop signal; how given.—The Stop signal shall be given by day—

(*a*) by showing a red flag thus—



F.—Hand Signals.—(Contd.)

(*b*) in the absence of flags, by raising both arms with the hands above the head, thus—



and, by night—

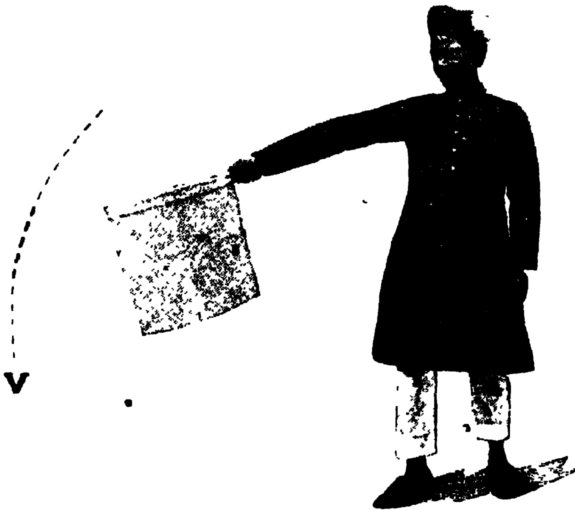
(*i*) by showing a red light ; or

(*ii*) in the absence of a red light, by violently waving a white light.

62. Proceed-with-caution signal ; when used and how given.—The Proceed-with-caution signal shall be used when it is intended that a train should proceed slowly and shall be given—by day—

F.—Hand Signals.—(Contd.)

(*a*) by waving a green flag vertically, thus—



or

(*b*) in the absence of flags, by waving one arm in a similar manner thus—



and—

by night, by similarly waving a green light.

F.—Hand Signals.—(Contd.)

63. Proceed signal; how given.—The Proceed signal shall be given—by day,—

(*a*) by holding a green flag steadily, thus—



or—

(*b*) in the absence of flags, by holding out one arm steadily, thus—



and,

night, by holding a green light steadily.

F.—Hand Signals.—(Contd.)

64. Signals for shunting.—The following signals, or such other signals as are prescribed by special instructions, shall be used in shunting operations :—

(*a*) *To move away from* the person signalling, a green flag or green light moved slowly up and down.

(*b*) *To move towards* the person signalling a green flag or green light moved from side to side across the body.

(*c*) *To slow down*, the above signals to be displayed slower and slower until the danger signal is given.

65. Signals for shunting without flags.—In shunting operations, the following signals may, during the day, be substituted for signals by flag :—

(*a*) *To move away from* the person signalling, throw the arm nearer to the Driver in the forward direction.

(*b*) *To move towards* the person signalling, throw the arm nearer to the Driver across the body in the direction in which the train is to move.

(*c*) *To slow down*, the above signals to be displayed slower and slower until it is desired to stop, when both arms should be raised with the hands above the head.

(*d*) *To show that part of the train is uncoupled*, place the hands together in front of the body and separate them smartly.—(This signal, when necessary, shall be given before the movement signal).

66. Description of Banner Flag.—A banner flag is a temporary fixed danger signal, consisting of a red cloth supported at each end on a post and stretched across the line to which it refers.

F.—Hand Signals.—(Concld.)

67. Knowledge and possession of hand signals.—Every railway servant employed on or connected with shunting operations of any nature, or the movement of trains, shall—

(*a*) have a correct knowledge of hand signals, and

(*b*) have the requisite hand signals with him while on duty.

68. Equipment of station for hand signalling.—The Station Master shall see that his station is adequately supplied with all necessary equipment for hand signalling.

G.—Detonating Signals.

69. Detonating signals defined.—Detonating signals (otherwise known as fog signals) are appliances placed on the rails so as to explode with a loud report when an engine passes over them, for the purpose of attracting the attention of Drivers.

70. Stock of detonators.—(*a*) All Station Masters, Guards, Drivers, Gangers and Gatemen, and all other railway servants on whom this duty is laid by the Railway Administration, shall keep a stock of detonators.

(*b*) The Railway Administration shall be responsible for the supply, renewal, periodical testing and safe custody of such detonators, and for ensuring that their use is properly understood.

S. R. 70.—(*a*) A case containing 12 detonators shall form part of the equipment of every Guard when on duty, of every engine running on the line, of every Ganger and Gateman and of every material lorry when working.

(*b*) Station Masters are responsible that the stock of detonators at their stations is never allowed to fall below the number prescribed by the Divisional Superintendent.

(*c*) Station Masters, Running Shed Foremen and Inspectors of Permanent Way are responsible that the detonators in possession of railway servants under them are tested monthly and that the staff know how and when to use them.

G.—Detonating Signals.—(Contd.)

(*d*) Detonators shall be carefully handled as they are liable to explode if roughly treated. It is necessary to keep them well protected from damp. At stations where extra supplies of detonators are kept for Guards, Drivers, Fogmen, etc., the Station Master, Running Shed Foremen or other person in charge of such supplies shall test at least one from each box before issue.

71. Placing of detonators in thick or foggy weather.—In thick or foggy weather, whenever it is necessary to indicate to the Driver of an approaching train the locality of a signal, two detonators shall be placed on the line, by a railway servant appointed by the Station Master in this behalf, about ten yards apart and at least one hundred yards outside the signal or signals concerned.

S. R. 71,—(*a*) In foggy or tempestuous weather or in dust storms when the station signals cannot be seen, the Station Master on duty shall personally see that the station signals are lit and then send two trained men one in either direction to the fog signal posts which are erected at all stations outside the Outer or Warner signals. Each of these men shall be provided with 12 detonators and they shall place two on the rails 10 yards apart from each other opposite the fog signal post.

(*b*) The Station Master shall see that fresh supplies of detonators are sent to the men in replacement of those exploded, and in case it is necessary to keep the men out for any length of time, they shall be relieved every three hours, and visited as often as practicable, to ensure that they are on the alert.

72. Placing of detonators in case of obstruction.—(*a*) Whenever in consequence of an obstruction of a line, it is necessary for a railway servant to stop approaching trains, he shall proceed, plainly showing his hand danger signal, to a point one quarter of a mile from the obstruction and place on the line one detonator and then proceed to a point half a mile from the obstruction and place on the line three detonators, about ten yards apart, at such place.

(*b*) If the said railway servant is recalled before the obstruction is removed, he shall leave down three detonators, and shall on his way back, pick up the intermediate detonator.

G.—Detonating Signals.—(Contd.)

73. Placing of detonators on a mixed gauge.—In all cases where the use of detonators is necessary under these rules on a mixed gauge, detonators shall be placed on one rail of each gauge, or on the rail common to both.

74. Securing of detonators on the line.—Detonators shall be placed on the line with the label or brand upwards, and shall be secured by bending the clasp round the head of the rail.

75. Renewal of detonators on the line.—Every railway servant placing detonators on the line shall see that they are, when necessary, renewed immediately after a train has passed over them.

S. R. 75.—(*a*) On the double line detonators shall be renewed immediately after a train has passed over them ; and on a single line they shall be placed before an approaching train is due, or expected.

(*b*) The irregular use of fog signals, is strictly forbidden and Foremen, Inspectors and others shall report all cases of misuse.

H.—Duties of Drivers Regarding Signals.

76. Driver to obey signals and to be vigilant and cautious.—(*a*) The Driver shall pay immediate attention to, and obey every signal whether the cause of the signal being shown is known to him or not.

(*b*) He shall not, however, trust entirely to signals but always be vigilant and cautious.

77. Duties of Drivers as to signals when two or more engines are attached to train.—When two or more engines are attached to a train, the Driver of the leading engine shall be responsible for observing signals; and the Driver of the other engine or engines, shall watch for and take signals from the Driver of the leading engine.

78. Duties of Driver when Outer, Home or Routing signal is "on" or defective.—(*a*) The Driver of a train shall not pass an Outer, Home or Routing signal that refers to him, when it is "**on**" or defective :—

(*i*) unless he has, at a previous station, received notice in writing specifying that the signal is out of order, and unless he is also signalled past by a man standing at the signal ; or

H.—Duties of Drivers Regarding Signals.—(Contd.)

(*ii*) unless, after coming to a stand, he either is given written permission to proceed from the Station Master, or is called on by a Calling-on signal, or is piloted past the defective signal by a railway servant authorised in this behalf, who shall travel on the engine.

(*b*) If a Driver has not received a notice in writing that the Stop signal is defective, he shall stop, and pay no heed to any other signal (whether a hand signal or not) that may be shown, until he is allowed to proceed under one of the authorities mentioned in sub-rule (*a*).

S. R. 78.—The following are the circumstances under which a Driver may pass a signal in the "**on**" position :—

(*a*) When Form T. 690 has been handed to him at a previous station he may pass the signal specified on the form in the "**on**" position provided he is hand signalled past it by a man standing at the foot of the signal post.

(*b*) When however the Driver has had no previous intimation on Form T. 690 he may only pass a signal in the "**on**" position, under the following circumstances :—

(*i*) On the authority of Form T. 690 when handed to him by a man at the foot of a defective signal in which case the man delivering Form T. 690 shall hand ~~signal~~ signal the Driver past the defective signal.

(*ii*) When a Calling-on-Arm is taken "**off**".

(*iii*) When a Caution Order Form T. 550 is handed to him as his authority to pass a Home signal in the "**on**" position at stations where Calling-on-Arms are not provided. In such cases, the man delivering the Caution Order shall pilot the Driver past the Home signal.

(*iv*) When during single line working on a double line section, the Driver is notified on Caution Order Form T. 550 that all Fixed signals have been put out of use and that he is authorised to work on hand signals and to pass the Fixed signals in the "**on**" position.

(*v*) When authorised on Form T. 690 to pass the Home signal at a Block Hut owing to the Home signal remaining locked in the "**on**" position due to failure of the treadle at the station in advance.

(*vi*) When during total interruption of communication on a double line section the Driver is notified on Caution Order T. 550 that trains are being worked between stations at time intervals such Caution Order also authorises him to pass the departure signals of that station in the "**on**" position and to proceed to the first stop signal of the station in advance.

H.—Duties of Drivers Regarding Signals.—(Contd.)

(*vii*) For shunting purposes as laid down below :—

(*a*) In the case of Home or Routing signals when authorised by hand signals

(*b*) In the case of Starters where Advanced Starters are provided :—

(1) By the lowering of a shunt signal, or

(2) By hand signals when there is no shunt signal.

(*c*) In the case of Outer or last Stop signal on the authority of Shunting Order Form T. 65.

Note—On completion of shunting past a last Stop signal, the Driver shall back his train to the station side of the signal and remain there until the signal is lowered for him to start.

79. Duties of Driver when Starter or Advanced Starter is "on" or defective.—The Driver of a train shall not pass a Starter or Advanced Starter that refers to him when it is "**on**" or defective, unless he is authorised to do so, by a written permission from the Station Master and in the case of a Starter, he also receives a proceed hand signal from a duly authorised member of the Station Staff posted at the signal.

80. Duties of Driver when the Proceed or Proceed-with-caution signal is shown.—(*a*) When the proceed signal is shown to a train, the Driver shall proceed at such speed as may be prescribed by special instructions.

(*b*) When the Proceed-with-caution signal is shown to a train by gangers or other workmen employed on the permanent-way, the speed of the train over the portion of the line protected by such signal shall not exceed fifteen miles an hour, or such lower rate as may be prescribed in this behalf by special instructions.

(*c*) When the Proceed-with-caution signal is shown to a train by any railway servant not referred to in sub-rule (*b*), the Driver shall immediately reduce speed.

81. Duties of Driver when engine explodes detonator.—(*a*) When an engine explodes a detonator, the Driver shall immediately reduce speed and be guided by the signals that he may receive.

H.—Duties of Drivers Regarding Signals.—(Contd.)

(*b*) If no hand or other signals are at once visible to the Driver, he shall immediately bring his train to a stand, and may then—

(*i*) if it is day, and he has a clear view of the line proceed very cautiously at such reduced speed as will enable him to stop short of any Danger signal or obstruction ; or

(*ii*) if it is day, and he has not a clear view of the line, or if it is night, or if the weather is thick or foggy—proceed very cautiously on hand signals given by the Guard in charge of the train (or the Fireman, if there is no Guard), who shall walk ahead of the engine for this purpose ; and

(*iii*) if, within a distance of one mile from the point where the explosion occurred, he meets no further detonators and sees no signals—resume ordinary speed.

82. Failure to show, or imperfect showing, of Fixed signal.—(*a*) If there is no Fixed signal at a place where a Fixed signal is ordinarily shown, or if a Fixed signal is imperfectly shown, the Driver shall act as if the signal were "**on.**"

(*b*) When approaching a station the exhibition of a red over green light, or the corresponding position of the arms by day, or the absence of one or both lights, shows that the signal is out of order, and shall be treated as if the signal were "**on**".

S. R. 82.—(*a*) General Rule 82 (*b*) refers to Outer and Warner signals.

(*b*) If a signal having been taken "**off**" does not return to the "**on**" position when its lever is put back it shall be replaced in the "**on**" position by disconnecting the wire or by any other means available, meanwhile the Driver of any approaching train shall be stopped by hand and detonating signals and if at night the green light of the signal shall be extinguished.

(*c*) When a train is approaching a stop signal at night and the Driver finds the signal light out (the signal arm being "**off**"), he shall act as if a danger signal were shown and bring his train to a stand at the signal. He shall on no account proceed until the instructions contained in G. R. 78 are complied with.

H.—Duties of Drivers Regarding Signals.—(Concld.)

(*i*) The engine whistle shall be sounded to apprise the Station Master of the circumstances, the prescribed whistle for this purpose being one long, one short and one long whistle.

(*ii*) After sounding this whistle should there be any undue delay in issuing Form T. 690, the Fireman shall be sent into the station to report the circumstances to the Station Master. The matter should also be noted in the Joint Train Report.

83. Precautions when view of signal is obstructed.—If in consequence of a fog or storm or for any other reason, the view of signals is obstructed, the Driver shall take every possible precaution, especially when approaching a station or junction, so as to have the train well under control.

84. Permission and signals before entering on or crossing running line.—No Driver shall take his engine on or across any running line until he has obtained the permission of the Station Master and has satisfied himself that all the correct signals have been shown.

S. R. 84.—(*a*) The Station Master shall be responsible for the correct setting of all points over which engines pass in proceeding to or from the Locomotive Yard, and Drivers shall be guided by hand signals given by the station staff. The lowering of the Bhar Line signal authorises the Driver to move his engine from the Locomotive yard on to Traffic lines.

(*b*) In the case of engines entering and leaving Locomotive Yards about the same time, the out-going engine is invariably to take precedence of the in-coming engine.

(*c*) The Station Master on duty at Locomotive stations shall advise the Running Shed Foreman at least 30 minutes before trains are due to leave, on what line Drivers will find their trains, and shall be responsible for the correct setting of the points over which engines pass in proceeding to or from the Locomotive sheds. On sections where control exists the duty of advising the Running Shed Foreman devolves on the Controller.

(*d*) No engine or vehicle of any kind, either by day or night, shall be moved from one line to another, or over a pair of points, until signalled by the Pointsman, or other authorised person. A stationary signal such as a lamp set on the ground with a green light showing, is not sufficient to warrant an engine being moved over a pair of points; it is merely an indication that the points have been set in accordance with instructions.

CHAPTER III.

WORKING OF TRAINS GENERALLY.

A.—Timing and Speed of Trains.

85. Standard time.—The working of trains between stations shall be regulated by the standard time prescribed by the Governor-General in Council, which shall be sent daily to all the principal stations of the railway at 16 hours.

86. Adherence to advertised time.—No passenger train or mixed train shall be despatched from a station before the advertised time.

87. Setting watch.—Before a train starts from a terminal or engine-changing station, the Guard in charge shall set his watch by the station clock and communicate the time to the Driver who shall set his watch accordingly.

S. R. 87.—It is the duty of the Guard to proceed to the engine and give the time to the Driver. In the case of Mail and Passenger trains this shall be done between the first and second bells, and in the case of Goods trains shortly before the train is ready to start. A remark shall be made on the Joint Train Report that watches have been compared and time adjusted.

88. Notice of running.—No train shall run unless previous notice has been given, when practicable, to all stations concerned. The staff, however, shall always be prepared without previous notice, for the running of trains.

S. R. 88.—(*a*) Special trains are arranged either by the Chief Operating Superintendent or the Divisional Superintendent concerned.

(*b*) Whenever Station Masters receive advice from Permanent Way Inspectors of any work to be done on the line, or of the running of a material trolly, they shall at once advise the Permanent Way Inspector of any special or extra trains of which they have received intimation, stating the time at which the extra or special trains are due at their station.

A.—Timing and Speed of Trains.—(Contd.)

89. Limits of speed generally.—(*a*) Every train shall be run on each section of the railway within the limits of speed sanctioned for that section by approved special instructions. The sectional speed sanctioned shall be shown in the Working Time Table, a copy of which shall be supplied on issue to the Government Inspector.

(*b*) The Driver shall regulate and control the running of his train as accurately as possible, according to the Working Time Table, so as to avoid either excessive speed or loss of time ; he shall not make up between any two stations more time than is allowed in this behalf by special instructions, and shall observe all temporary speed restrictions.

(*c*) When it is necessary between stations to indicate temporarily where trains are to run at a restricted speed, signals or indicators of approved type shall be provided, one at a distance of not less than a quarter of a mile from the place where the restricted speed shall commence, one at such place, and, when necessary, one at the point where a Driver may resume normal running.

90. Limit of speed over facing points.—(*a*) No train shall run over non-interlocked facing points or take a turn-out or cross-over road at a speed exceeding ten miles an hour.

(*b*) A train may run over facing points interlocked in a manner approved by the Government Inspector at such speed as may be approved by him.

(*c*) No train shall run through a station at a speed exceeding twenty miles an hour or such less speed as may be ordered by the Government Inspector unless the line on which the train is to run, has been isolated from all other lines by the setting of points or other approved means, and interlocking provided to maintain this condition during the passage of the train.

S. R. 90.—The prescribed limits of speed over Facing Points at interlocked stations are laid down in the running notes to the Working Time Table for each Division.

A.—Timing and Speed of Trains.—(Concld.)

91. Pushing engine.—No engine shall push any train outside station limits except in accordance with special instructions and at a speed not exceeding fifteen miles an hour. This shall not apply to an engine assisting in rear of a train.

92. Engine running tender foremost.—(*a*) A passenger train or a mixed train shall not be drawn outside station limits by an engine running tender foremost, except—

(*i*) under a written order issued by the authorised officer ; or

(*ii*) in a case of unavoidable necessity, to be established by the Driver.

(*b*) When any such train is so drawn, the speed shall not exceed fifteen miles an hour, or such higher speed, not exceeding twenty-five miles an hour, as may be authorised by approved special instructions.

S. R. 92,—(*a*) On a short Branch line, or on any other short length of line, a Passenger train or a Mixed train may, when necessary, be drawn outside station limits by an engine running tender foremost.

(*b*) Drivers of Ballast trains working during day light in clear weather are authorised to run tender foremost for distances not exceeding 60 miles.

(*c*) The speed of engines running tender foremost whether light or working trains, shall not exceed 20 miles an hour and shall be reduced to 5 miles an hour when passing over facing points.

(*d*) Except in case of unavoidable necessity or when permitted under paras. (*a*) and (*b*) engines shall not be allowed to run tender foremost without the authority of the Divisional Superintendent.

B.—Attendance, Discipline and Equipment of Staff Working Trains.

93. Guards and brake-vans.—(*a*) Except under special instructions, no engine with vehicles attached shall be despatched from any station, without one or more Guards and one or more brake-vans or hand braked vehicles.

B.—Attendance, Discipline and Equipment of Staff Working Trains.—(Contd.)

(*b*) Every Guard shall, except under special circumstances, ride in his own brake-van or braked vehicle.

(*c*) Unless it be otherwise directed by special instructions, one brake-van shall be attached to the rear of the train.

Provided that reserved carriages or other vehicles may, under special instructions, be placed in rear of such brake-van.

S. R. 93.—(*a*) A front and a rear brake-van or brake compartments shall be attached to each Mail, Express and Passenger train, and at least one rear brake-van to every other train.

(*b*) In making up Mixed trains, goods vehicles shall be put next the engine, then the front brake-van, and then the coaching vehicles whether loaded or empty, so that in all cases there may be a brake-van between them and any goods wagons.

(c) Vacuum-braked or piped vehicles up to a maximum of four four-wheelers or two bogies may be attached behind the rear brake-van of any train.

(*d*) In the event of there being four four-wheeler vehicles or two bogies behind the rear brake-van on a train carrying passengers, an officer's carriage may also be attached in rear in addition, but no other type of vehicle.

(e) In the case of a fully vacuum braked train only vacuum braked or piped vehicles may be attached, and in all such cases the vacuum pipes shall be brought into use, the only vacuum pipes on the dummies being the leading pipe of the engine and the trailing pipe of the last vehicle.

(*f*) When two or more Guards are running with a train, the Head Guard shall ride in the rear brake-van.

94. Time of attendance of Guard at station.—Every Guard shall be in attendance at the station from which his train is to start half-an-hour before the time appointed for the departure of the train, or at such earlier time as may be ordered by the authorised officer.

S. R. 94.—All Guards going on duty are to be at the starting station properly dressed in uniform, 30 minutes before the time appointed for the starting of a Mail, Passenger, Express or Goods, and 15 minutes before the booked departure of a Suburban train, or such longer period as may be prescribed by the Divisional Superintendent and shall report themselves to the Station Master as soon as they reach the station.

B.—Attendance, Discipline and Equipment of Staff Working Trains.—(Contd.)

95. Guard to be in charge of train.—After the engine has been attached to a train, and during the journey, the Guard or (if there be more than one Guard) the Head Guard shall be in charge of the train in all matters affecting stopping or movement of the train for traffic purposes.

96. Subordination of Guards in station limits.—When a train is within station limits, the Guard shall be under the orders of the Station Master.

97. Drivers and Firemen; when to attend.—The Drivers and Firemen shall be with their engine at such time previous to the starting of the train as may be ordered by the authorised officer.

98. Manning of engine in motion.—Except when otherwise provided by special instructions, no engine shall be allowed to be in motion on any running line unless both the Driver and Firemen are upon it.

99. Riding on engine or tender.—Except in accordance with special instructions, no person other than the Driver and Fireman shall ride on the engine or tender.

S. R. 99.—Unless in possession of a pass, which shall be shown to the Driver, no person shall be permitted to travel on an engine or tender, unless authorised to do so under local orders issued by the Divisional Superintendent.

100. Firemen to obey Drivers.—The Firemen shall obey the lawful orders of their Drivers in all particulars.

101. Driver to obey certain orders.—After an engine has been attached to a train and during the journey, the Driver shall obey—

(*a*) the orders of the Guard in charge of the train, in all matters affecting the starting, stopping or movement of the train for traffic purposes; and

(*b*) all orders given to him by the Station Master or any railway servant acting under special instructions, so far as the safe and proper working of his engine will admit.

B.—Attendance, Discipline and Equipment of Staff Working. Trains.—(Contd.)

S. R. 101.—(*a*) On arrival of a Goods train at an engine changing station, the Driver shall not detach his engine from the train until his train has been properly berthed and he has received the necessary signals to proceed to shed. Should any further movement of the train be necessary, the Station Master shall make all arrangements and the Guard shall personally attend to the work and give the necessary orders to the Driver, informing him when the work is finished.

(*b*) When the Driver of a train stops his engine at the water column at a watering station on the single line, where another train has to be crossed and it is necessary for his train to be drawn further ahead to clear the points to allow the other train to leave, the Guard shall signal the Driver to draw ahead the required distance. After the other train has left, the Driver of the standing train shall not set back to the water column except on signals from his Guard, who shall first satisfy himself that the points in the rear are properly set and clear.

102. Guard's equipment.—(*a*) Every Guard shall have with him while on duty with his train—

(*i*) a copy of the rules for the time being in force on the railway concerned under section 47 of the Act, or such portions of them as have been supplied to him under rule 172 ;

(*ii*) a copy of the Working Time Table and all correction slips and appendices, if any, in force on that section of the railway over which the train is to run ;

(*iii*) a watch ;

(*iv*) a hand signal lamp ;

(*v*) a whistle ;

(*vi*) a red flag and a green flag ;

(*vii*) a sufficient supply of detonators, and

(*viii*) such other articles, as may be prescribed by the Railway Administration in this behalf.

(*b*) If any Guard is not in possession of any article mentioned or referred to in clause (*a*), he shall report the fact to the Station Master of his headquarters station, who shall make good any deficiency.

B.—Attendance, Discipline and Equipment of Staff Working Trains.—(Contd.)

S. R. 102.—The following articles comprise the prescribed equipment of a Guard :—

1. One copy of the book containing the General and Subsidiary Rules.
2. One Working Time Table.
3. One watch.
4. One Hand Signal lamp.
5. One whistle.
6. One set flags (one green and two red).
7. One case containing twelve detonators.
8. One belt. (Passenger Guards only).
9. One carriage key.
10. One Gas Regulator key where necessary.
11. Two vacuum hose pipe washers.
12. One pair lamp scissors.
13. Two red glass slides.
14. Three brake van lamp burners.
15. The number of padlocks as prescribed by the Divisional Superintendent.
16. One Guard's Memorandum book.
17. A pair of locking bolts with nuts and cotters or clamps for securing siding points shall also be carried by Ballast Train Guards.

103. Driver's equipment.—Every Driver shall have with him while on duty with his train :—

(*a*) a copy of the rules for the time being in force on the railway concerned under section 47 of the Act, or of such portions of them as have been supplied to him under rule 172.

(*b*) a copy of the Working Time Table with all correction slips and appendices (if any) in force on that section of the railway over which the train is to run ; and

(*c*) the equipment and stores prescribed by the Railway Administration in this behalf.

104. Driver and Guard to examine notices before starting.—Every Driver and Guard before starting with a train, shall examine the notices issued for their guidance, and ascertain therefrom whether there is anything requiring their special attention on that section of the Railway over which they have to work

B.—Attendance, Discipline and Equipment of Staff Working Trains.—(Concld.)

S. R. 104.—All Guards before going on duty, shall visit the Station Master's office and sign the Appearance Book, and read and initial such notices and instructions as are exhibited for their information or guidance.

C.—Precautions Before Starting Train.

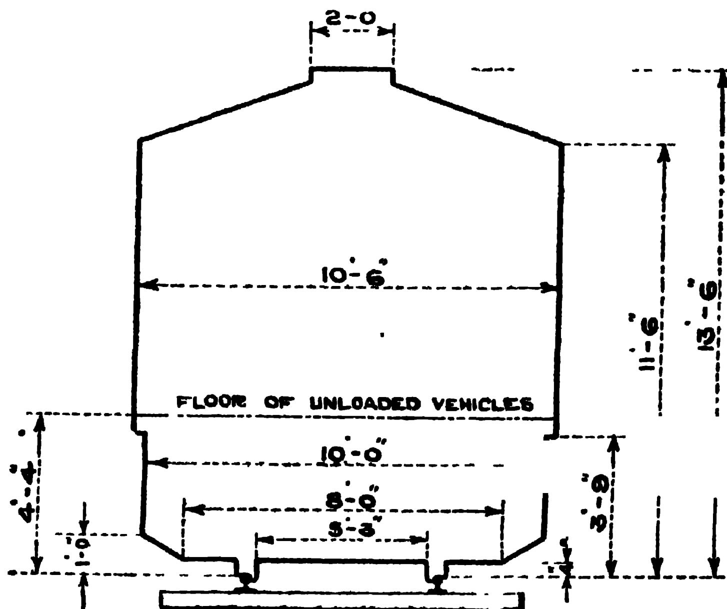
105. Examination of trains before starting.—When a train is examined by a Train Examiner at a station, the Station Master shall not give permission to start the train, until he has received a report from such Examiner to the effect that the train is fit to proceed.

106. Loading.—(*a*) No wagon or truck shall be so loaded as to exceed the maximum gross load on the axle fixed under Section 53 (3), of the Act, or such less load (if any) as may have been prescribed by the Railway Administration.

(*b*) Except under approved special instructions, no vehicle shall be so loaded as to exceed the maximum moving dimensions prescribed from time to time by the Railway Board.

S. R. 106.—(*a*) *Standard moving dimensions Broad Gauge.*—No vehicle of any description is to be allowed to run if it and its load are not within the dimensions given below :—

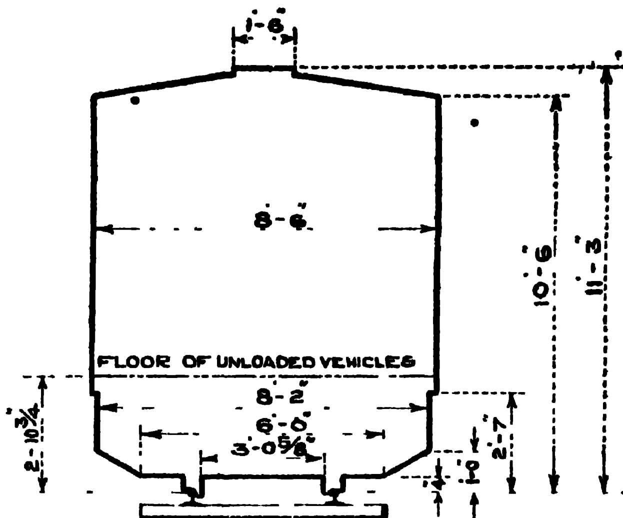
Maximum width 10 feet 6 inches.
Maximum height at centre 13 feet 6 inches.
Maximum height at sides 11 feet 6 inches.



C.—Precautions Before Starting Train.—(Contd.)

(*b*) *Standard moving dimensions Metre Gauge.*—On the Metre Gauge no vehicle of any description is to be allowed to run if it and its load are not within the dimensions given below:—

Maximum width 8 feet 6 inches.
Maximum height at centre 11 feet 3 inches.
Maximum height at sides 10 feet 6 inches.



107. Travelling cranes.—No travelling crane shall be attached to a train until it has been certified by a duly authorised person that it is in proper running order, and with a dummy truck for the jib if necessary.

108. Dummy truck.—When a load in a truck projects to an unsafe extent beyond the end of a truck, an additional truck shall be attached to act as a dummy.

C.—Precautions Before Starting Train.—(Contd.)

S. R. 108.—When timber or other articles have to be loaded on three trucks, in consequence of their being too long to be accommodated on two trucks, the centre truck shall not carry any part of the load, in order to allow of free movement of the centre truck while running round curves.

109. Dangerous vehicles.—(*a*) No vehicle which has been derailed shall run between stations, until it has been examined and passed by a competent Train Examiner.

Provided that, in case of a derailment between stations, the Driver may, if he considers it safe to do so, take slowly to the next station a vehicle that has been derailed.

(*b*) If a Guard or Station Master has reason to apprehend danger from the condition of any vehicle on a train before it can be inspected by a Train Examiner, the Driver shall be consulted, and if he so requires, the vehicle shall be detached from the train.

S. R. 109.—(*a*) Station Masters and their staff are also required to observe the condition of vehicles on trains passing their stations, and in the event of any defect or irregularity being detected, immediate steps shall be taken to stop the train if possible. If the train can not be stopped a telegram shall be promptly sent to the next station in the direction in which the train is proceeding, the Code Word "*GAMMER*" being used with a Private Number. When Block Instruments are in use the signal ●●●●●●—● (six pause one) shall be sent. The train staff shall also frequently look along their trains on both sides whilst in motion to see that the train is proceeding in a safe and proper manner.

(*b*) Vehicles with hot axles should not be shunted off trains at roadside stations where there is no Train Examiner, until the attention of the Driver has been called to their condition.

(*c*) Drivers, on being called to examine a hot axle, will at once remove the cover and examine the packing, putting in new waste where it may be necessary. If it should be found that it is unsafe to run the vehicle further, it shall be detached; and the nearest Train Examiner advised by the Station Master of the number, type, and owning railway of the vehicle. Whenever practicable, the vehicle should be run to the nearest Train Examining Station.

(*d*) *Hot Axles,*—Water is never to be poured on a hot axle-box to cool it.

C.—Precautions Before Starting Train.—(Contd.)

(*e*) Guards shall see that no damaged wagons, or wagons with dead, or uneven buffers are run on any train, unless pronounced by a Train Examiner to be safe.

(*f*) Guards shall enter in their Joint Train Reports, particulars of any complaints they may receive of the running of any vehicle, giving the number and type of vehicle.

(*g*) Defective vehicles shall only be attached behind the brake-van of a Goods train or a Mixed train if there is no Goods train running on the section. Only one such vehicle shall be attached and on a certificate from a Train Examiner that it is necessary so to haul it. Such vehicles shall not be run after Sunset.

110. Loads on open trucks.—The Guard in charge of a train shall, unless this duty is, by special instructions, imposed on some other railway servant, carefully examine the load of any open truck which may be attached to the train, and, if any such load has shifted or requires adjustment, shall have the load made secure or the truck removed from the train.

111. Means of communication.—(*a*) No passenger train or mixed train shall be despatched from any station, unless every passenger carriage is provided with means by which communication can be made with the Guard.

(*b*) This rule does not apply—

(*i*) to Passenger or Mixed trains in case of complete or partial failure of vacuum,

(*ii*) to Goods trains to which passenger carriages are attached under approved special instructions,

(*iii*) to Mixed trains on such sections of a railway as may be exempted under approved special instructions, and

(*iv*) to such particular trains as may be exempted under approved special instructions.

(c) A goods vehicle in which passengers are carried is not a "passenger carriage" within the meaning of this rule.

C.—Precautions Before Starting Trains—(Contd.)

112. Couplings.—No vehicle that is not fitted with screw couplings or with a central coupling of approved pattern shall be attached to a passenger or mixed train.

113. Duties of Guard before starting a train.—The Guard when taking over charge of a train shall satisfy himself, before the train is despatched—

(*a*) that the train is properly coupled,

(*b*) that the train is provided with the prescribed brake-power,

(*c*) that the doors of all carriages and wagons are properly closed and fastened,

(*d*) that the train carries all necessary tailboards and brake-van lamps and that such lamps are lighted and kept burning brightly when required,

(*e*) that the appliance, if any, for communication between the Guard and the Driver is in proper working order, and

(*f*) generally, that as far as he can ascertain, the train is in a state of efficiency for travelling.

114. Responsibility of Station Master before giving permission to start train.—The Station Master shall see before he gives the Guard permission to start a train that all is right for the train to proceed.

S. R. 114.—On a single line, should a Station Master find it necessary to stop a train which has just started from a station, but has moved too far to permit of the attention of the Driver being attracted by hand danger signals, he shall at once, whenever it is possible to do so, give orders for the Home and Outer signals at that end of the station to which the train is proceeding, to be worked up and down in rapid succession. The Driver on seeing the conflicting signals being operated in the manner described shall bring his train to a dead stand, and the

C.—Precautions Before Starting Trains.—(Contd.)

Guard shall return to the station and obtain written orders from the Station Master as to whether the train is to be backed, or to proceed on its journey.

115. Permission to start from station.—(*a*) The Guard in charge of a train shall not give the signal for starting the train from a station at which it has stopped until he has received permission from the Station Master.

(*b*) The Guard in charge of a train with passenger vehicles attached shall not give the signal for starting until he has satisfied himself that no passenger is getting into or out of the train, that no person is riding outside a carriage, and that, except in accordance with special instructions, no person is travelling in any compartment or vehicle not intended for the carriage of passengers.

S. R. 115.—(*a*) No train which has been brought to a stand at a station shall be moved without the authority of the Station Master.

(*b*) No engine with a train shall be moved from any station unless upon the signal of the Guard. The Guard shall sound his whistle and at the same time wave a green flag by day or a green light by night, horizontally at full stretch of the arm above the head, thus :—



Fig. I.

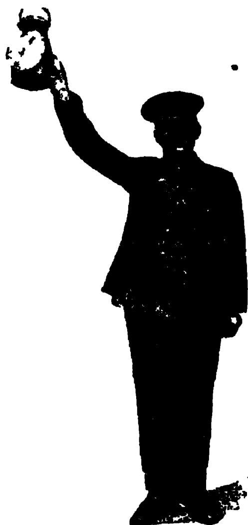


Fig. II.

Note.—The lamp is carried back and forth from the position shown in Fig. I to that shown in Fig. II

C.—Precautions Before Starting Trains.—(Concld.)

(c) On sections of the line where banking engines are employed the Guard in charge of a train after giving the starting signal to the Driver at night shall immediately repeat the signal to the bank pilot Driver in rear.

116. Driver to examine engine before starting.—The Driver shall, before starting, satisfy himself that his engine is in proper working order.

117. Duties of Driver as regards engine lamps and discs.—The Driver shall, before starting, see that the proper engine lamps and discs (if provided) are shown, and that the lamps are kept burning brightly at night and in thick or foggy weather.

118. Duty of Driver unacquainted with line.—If a Driver is not acquainted with any portion of the railway over which he has to work, he shall obtain the services of a qualified railway servant who is acquainted with it to assist him.

119. Driver to satisfy himself that correct signals are shown and line is clear.—The Driver shall, before starting his train, satisfy himself that all the correct signals are shown and that the line before him is clear of visible obstructions.

120. Driver not to start without authority to proceed and Guard's signal.—A Driver shall not start his train from a station, without the authority to proceed and until the Guard in charge of the train has given the signal to start.

D.—Duties of Staff Working Trains during Journey.

121. Guard to keep a good look-out.—Every Guard shall keep a good look-out while the train is in motion and shall satisfy himself from time to time that the tail-board or tail-lamp is in position, that all brake-van lamps, if required, are burning brightly, that the train is complete in every respect and is proceeding in a safe and proper manner.

D.—Duties of Staff Working Trains during Journey.—(Contd.)

122. Driver and Fireman to keep a good look-out.—Every Driver shall keep a good look-out while the train is in motion, and every Fireman shall also do so when he is not necessarily otherwise engaged.

123. Driver and Fireman to look back.—The Driver and the Fireman shall look back frequently during the journey to see whether the train is following in a safe and proper manner.

124. Exchange of signals between Driver and Guard.—The Driver and the Guard in charge of a train shall exchange signals with each other, at such times and in such manner as may be prescribed by special instructions.

S. R. 124.—(*a*) Before an engine with train attached has reached the limits of a station the Driver shall ascertain by means of an "all right" signal that all is correct. The "all right" signal is a manual signal made from the brake-van by the Guard, waving his arm by day, and by waving a white light by night. This signal is answered by the Driver by repeating it.

(*b*) On the straight road these signals shall always be given on the left hand side of the engine and brake-van, and on a curve on that side on which they can best be seen.

(*c*) The "all right" signals described above shall always be exchanged between the Driver and the Guard in the following cases :—

(*i*) When a train starts after stopping at a station.

(*ii*) When a train starts after stopping outside station limits.

(*iii*) When a Goods train, or a train not fitted with the vacuum brake throughout, runs through a station.

The signals shall be exchanged in cases (*i*) and (*iii*) as soon as the rear brake-van has cleared the station platform and in case (*ii*) as soon as the train has started. If the Driver does not receive an "all right" signal from the rear brake-van he shall stop the train.

125. Train waiting at Outer or Home signal.—When a train has without apparent cause been kept standing at an Outer or Home signal for five minutes the Driver shall sound his whistle to warn the Guard, and the Brakesman shall proceed to the cabin or station to warn the Station Master. If there is no Brakesman the Driver shall depute a Fireman to proceed to the cabin or station to warn the Station Master. The Brakesman or

D.—Duties of Staff Working Trains during Journey.—(Contd.)

Fireman proceeding to the cabin or station shall show a danger signal towards the station. The Guard shall maintain a vigilant attitude in rear of the train, and after 15 minutes or such less time as may be prescribed by approved special instructions, proceed to protect the rear of the train in accordance with instructions laid down in rule 166. If in the meantime, the signal is lowered the Driver shall sound his whistle to recall the Guard, and exchange hand signals with him before starting the train.

126. Attracting attention of Driver.—(*a*) If any Guard sees reason to apprehend danger, or considers it necessary for any reason to stop the train, he shall use his best endeavours to attract the attention of the Driver.

(*b*) In the absence of other means of communication with the engine, a Guard desiring to attract the Driver's attention shall apply his hand-brake sharply and as suddenly release it.

(c) When the attention of the Driver has been attracted, the necessary danger signal shall be shown.

(*d*) If the train is fitted with a continuous brake the Guard may, in case of emergency, apply such brake to stop the train.

127. Assistance from Guard's hand brake.—When the Driver requires the assistance of the Guard's hand brake, he shall give three short, sharp whistles, or, if a brake whistle is provided, sound such whistle.

128. Application of Guard's hand brake.—(*a*) When the Driver sounds three or more short whistles, or the brake whistle, the Guards shall immediately apply their hand-brakes.

(*b*) When a train is travelling down a steep incline, the Guards shall, if necessary to steady the train, assist the Driver with their hand-brakes.

S. R. 128.—The brake is never to be screwed so hard on as to prevent the wheels from revolving, thus causing them to skid.

D.—Duties of Staff Working Trains during Journey.—(Contd.)

129. Permission of Guard to detach engine from train.—When a train has been brought to a stand outside station limits or on a grade, the Driver shall not detach his engine from the train without the permission of the Guard in charge of the train, who before giving such permission shall satisfy himself that the van-brakes have been put on securely, and take such other measures as may be necessary or prescribed by special instructions.

130. Starting and stopping of train.—The Driver shall start and stop his train carefully and without a jerk.

131. Sounding the engine whistle.—Except under special instructions, the Driver shall always sound the engine whistle—

(*a*) before putting an engine in motion ;
(*b*) when entering a tunnel ; and
(*c*) at such other times as may be prescribed by special instructions.

S. R. 131.—The following whistles shall invariably be given by Drivers for the purposes indicated:—

(*a*)	Guard to apply Brake-van hand brake.	Two sharp whistles repeated.
(*b*)	Guard to release hand brake.	One long whistle.
(*c*)	Starting train either forward or backward.	One short whistle.
(*d*)	Main line clear after backing into siding.	One short, one long and one short whistle.
(*e*)	Engine failed between stations.	Four sharp whistles.
(*f*)	Recalling Guard protecting train.	Three long whistles.
(*g*)	Application of Vacuum alarm between stations.	Two short and one long whistle.
(*h*)	Signal from Driver of leading engine to Driver of banking engine in rear that he is ready to start, and Guard's starting signal has been received.	One long, two short and one long whistle.
(*i*)	Engine ready to leave Loco Yard.	Two short whistles.
(*j*)	Engine waiting to go to Loco Yard.	Two long whistles.
(*k*)	Signal arm "off" but light not burning.	One long, one short and one long whistle.

D.—Duties of Staff Working Trains during Journey.—(Concld.)

132. Throwing out water, fire or cinders.—A Driver or Fireman shall not throw out water, fire or cinders when passing through a station yard or tunnel, or when on a bridge.

133. Hose or water crane.—After taking water from a tank or water column, the Driver shall see that the hose or arm is left clear of the line and, when it is provided with fastenings, properly secured.

E.—Duties of Staff on Arrival of Train.

134. Shutting off steam.—In stopping a train, the Driver shall determine where to shut off steam by paying particular attention to the gradient, the state of the weather, the condition of the rails, and the length and weight of the train.

135. Guard to see that train is stopped clear of fouling marks.—When a train comes to a stand at a station, the Guard shall see that, wherever possible, the last vehicle of his train has cleared the fouling marks of all points and crossings. If not he shall inform the Station Master at once.

S. R. 135.—(*a*) If the train is not clear of the fouling mark the Guard shall wave a danger singal in both directions and inform the Station Master or ~~Cabinman~~ of the fact of the train being foul of another line, so that the necessary steps may be taken.

(*b*) The Guard shall also see that all signals in the rear protecting his train, have been replaced in the "**on**" position. In the event of their not being so he shall immediately notify the Station Master or ~~Cabinman~~ and take steps to protect his train. The occurrence shall be noted in his Memorandum Book, and on the Joint Train Report.

136. Driver to see that train is stopped clear of fouling marks.—When a train comes to a stand at a station, the Driver shall see that, wherever possible, his engine is clear of the fouling marks of all points and crossings. If not he shall take steps to inform the Station Master at once.

137. Moving of Train carrying passengers after it has been stopped at station.—When a train carrying passengers has been brought to a stand at a station, whether

E,—Duties of Staff on Arrival of Train.—(Contd.)

alongside, beyond, or short of the platform, the Driver shall not move it, except under orders of the Guard in charge of the train or to avert an accident.

S. R. 137. Whenever it is necessary to move a train carrying passengers after it has been brought to a stand at a station the Guard shall take every precaution to put passengers in their seats until the movement has been completed and report the circumstances on the Joint Train Report.

138. Passengers.—Every Guard shall give his best assistance to passengers entraining and detraining.

139. Detaching engine.—Whenever a train has been brought to a stand, and it is necessary for the engine, with or without vehicles, to be detached from the rest of the train, the Guard in charge of the train shall, before the train is uncoupled, satisfy himself that the van-brakes have been put on securely, and take such other measures as may be prescribed by special instructions.

S. R. 139.—(*a*) When a train which is not completely vacuum braked comes to a halt at a station, the Guard shall put his hand brake hard on before leaving his brake-van, and he shall release the brake before starting.

(*b*) Drivers are responsible for the coupling of their engines to trains at starting stations, and for the uncoupling at engine changing stations and also at any station where an engine has to be detached for Loco. requirements. At other stations, the station staff are responsible for uncoupling and coupling. Special attention should be given to the coupling of the vacuum pipe connection between the engine tender and train.

140. Guard not to leave train till handed over.—No Guard in charge of a train shall leave it until it has been properly handed over in accordance with special instructions.

S. R. 140.—(*a*) No Guard shall leave the station at the end of his run without the Station Master's permission to do so. He shall also before leaving, see that his train has been signed for by the outgoing Guard, or by the Trains Clerk. He shall furthermore have delivered all consignments, way bills, despatches, etc., for that station and shall have made over those for stations beyond.

(*b*) Every Guard shall also hand in all journals and documents kept up by him in connection with the running of his train to the Assistant Station Master on duty before leaving the platform at the end of his run, or if a box is provided for the purpose such documents are to be placed therein.

E.—Duties of Staff on Arrival of Train.—(Concld.)

(*c*) In the event of a train running over two or more Divisions the Guard shall submit separate train documents for each Division, and shall also sign his name on the roster before he leaves the station.

141. Driver not to leave engine when on duty.—No Driver shall leave his engine when on duty, whether at a station or on a running line, except in case of absolute necessity and after a competent man has been placed in charge of it.

142. Searching of trains and vehicles shunted off at station.—The Station Master shall be responsible that each train after finishing its journey and all vehicles shunted off at the station as "empties" are carefully searched.

S. R. 142. *Searching of trains and vehicles.*—(*a*) Each train at the end of its run, and all coaching and goods vehicles detached at a station as empties, shall be carefully searched to see if they contain any goods, or property.

(*b*) At Guards Changing stations and all Junction stations, coaching and goods vehicles passing as empties are to be examined with the same object.

(*c*) Station Masters or Yard Masters in charge of Junction stations with Foreign Railways shall be held responsible for the careful examination of all wagons received as empties from, or handed over to the Foreign Railway before they leave their stations.

F.—Train Lights and Tail Boards.

143. Head lights.—(*a*) At night, and in thick or foggy weather, no train shall be worked outside station limits unless it has the head-lights, at least two in number, prescribed by the Railway Administration, or an electric head-light in front of the chimney, of a pattern approved by the Government Inspector.

(*b*) When in accordance with sub-rule (*a*), a high power electric head-light is used, it shall be fitted with a switch, to dim the light :—

(1) When a train reaches the Home signal of a station at which it will stop, or the facing points if there is no Home signal, in which case the light shall remain dimmed while the train is within the station ~~limits~~. section.

(2) When approaching a train which is moving in the opposite direction and which has not an electric head-light full on; and

(3) In such other cases as are provided for by special instructions.

F.—Train Lights and Tail Boards.—(Contd.)

(*c*) When in accordance with sub-rule (*a*), and electric head-light is used, the engine shall carry at least two oil head-lights for use in case the electric head-light fails.

(*d*) Within station limits or in a siding an engine employed in shunting shall have the head-lights prescribed by the Railway Administration.

S. R. 143.—The engine head and tail lights prescribed for use on the East Indian Railway and the rules in connection with the same are laid down in the Appendix to the Working Time Table.

144. Tail and side-lights.—(*a*) At night, or in thick or foggy weather, no train shall be worked outside station limits unless it has :—

(*i*) in the case of an engine with vehicles attached, at least one red tail-light and two side-lights showing red towards the rear and white towards the engine ;

(*ii*) in the case of a single engine without vehicles attached at least one red tail-light ; and

(*iii*) in the case of two or more engines coupled together without vehicles attached at least one red tail-light affixed to the rear engine.

(*b*) When trains may run in the same direction on parallel lines, the side-lights mentioned in sub-rule (*a*) (*i*) may be arranged in accordance with special instructions.

(*c*) When a train has been shunted for a following train to pass, the tail and side-lights mentioned in sub-rule (*a*) (*i*) shall be dealt with in accordance with special instructions.

(*d*) Within station limits, or in a siding an engine employed in shunting shall have tail-lights in accordance with special instructions.

S. R. 144.—(*a*) Except as hereafter laid down, after Sunset the rear brake-van of every running train shall exhibit one tail and two side-lights shewing red to the rear, the two side lamps also showing white to the front.

F.—Train Lights and Tail Boards.—(Contd.)

(*b*) The prescribed time for lighting brake-van side and tail-lamps in clear weather is—

1st April to 30th September—18 hours.
1st October to 31st March —17-30 hours.
They are to be extinguished at 6 hours.

(*i*) If however the weather is not clear due to storms, fogs, etc., the lighting and extinguishing of the lamps is to be arranged earlier and later respectively to suit the conditions prevailing.

(*c*) When the number of tracks on any section, permit, under normal working conditions, of two trains running in the same direction at the same time, the brake-van side lamp adjacent to the other line or lines shall show a white light to the front and rear while passing over such section.

(*d*) When a train is shunted or detained, to give precedence to another train running in the same direction, the Guard shall as soon as the train is clear of the running line, reverse the two side lamps of the train (or in the case of Fixed side lamps reverse the slides) to show red towards his train engine and white towards the rear. He shall again reverse the side lamps or slides as the case may be, to show white towards the train engine, and red towards the rear, before the train commences to move on to the running line.

(*e*) Whenever a Branch train is standing at a station clear of running trains, the two side lamps shall be reversed at night in the same manner as is done for trains shunted.

145. Tail board or tail lamp.—In order to indicate by day to the staff that a train is complete, the last vehicle shall be distinguished by affixing to the rear of it either a tail-board, a tail lamp, a red flag, or such other device as may be authorised by special instructions.

S. R. 145.—(*a*) In order to indicate to the staff that a train is complete, the last vehicle shall always carry a tail lamp fixed between the buffers. The lamp shall be lighted and extinguished at the prescribed times. In the event of the tail lamp being lost or broken a red flag shall be substituted by day, and a hand signal lamp showing red by night.

(*b*) Guards shall be responsible for seeing that when extra vehicles are attached behind the brake-van the tail lamp, or red flag is placed behind the rear-most vehicle and not left on the brake-van.

(*c*) Guards when working trains on the double line, shall examine the lamps of passing trains and report at the next station if they are not burning properly.

F.—Train Lights and Tail Boards.—(Concld.)

146. Responsibility of Station Master regarding tail-board or tail-lamp of passing trains.—The Station Master shall see that the last vehicle of every train passing through his station is provided with a tail-board, tail-lamp, red flag, or such other device as may be authorised by special instructions. If a train passes without such indication to show that it is complete, the Station Master shall immediately advise the station in advance to stop the train, to see that the defect is remedied and to reply saying whether the train is complete or not, and meanwhile withhold the train out of section signal from the station in rear.

S. R. 146.—If a train passes a station without a tail lamp, the Station Master shall take immediate steps to stop the train if possible, or failing this a telegram shall be sent to the station in the direction in which the train is proceeding, the Code word "GUTUFO" being used with a Private Number. When Block Instruments are in use the signal ●●●●●●—●● (six pause two) shall be sent. The "Train out of Section" signal shall not be sent to the station in rear until advice has been received from the station ahead that the train has arrived complete.

G.—Shunting and Securing of Vehicles.

147. Control of shunting.—Shunting operations shall be controlled by fixed signals or hand signals or by verbal directions.

148. Shunting.—The Station Master shall see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not involve danger.

S. R. 148.—(*a*) Subject to the provisions of General Rule 150 the shunting of a train from one line to another, to give precedence to another train, or for any other purpose shall be conducted by the Guard under the orders of the Station Master, with the assistance of the Gunner where there is one. The Guard shall be responsible for seeing that the points over which the train has to move are properly set also for giving the proper signals.

(*b*) No other person than the Guard shall on any account give a signal to the Driver to shunt. The Guard shall assist the Driver by applying his brake if necessary and the Driver shall signal to the Guard with his engine whistle as soon as the engine is clear of the main line.

G.—Shunting and Securing of Vehicles.—(Contd.)

(*c*) The Station Master shall issue Form T. 65 which shall be signed by the Guard and the Driver for the shunting of all trains from a running line to a siding or from one running line to another unless such movements can be governed by Fixed signals. If the Driver is illiterate the Guard shall personally hand over and explain Form T. 65 to him.

(*d*) (*i*) After a train has been shunted into a siding the Driver shall not move his engine until after the Guard has personally told him to do so, and he has been given the proper signals by the Guard.

(*ii*) In the case however of a train shunted engine foremost into a dead-end siding, the Guard shall send the Driver a written order on Form T. 65 to back his train out of the siding instead of personally telling him to do so, and the Driver on receiving this written order will then shunt his train when the proper signal has been exhibited by the Guard.

(*e*) Station Masters shall instruct Pointsmen and Signalmen that they are not to wave trains into or out of passing sidings, but merely to exhibit a stationary green flag, or light, when the points are set until the Guard has given the starting signal.

(*f*) Whenever an engine has to attach on to vehicles, at night, the Guard or the Gunner conducting the shunting shall throw a white light on to the stationary vehicle from the Driver's side, when the engine is near the vehicles.

(*g*) When carriages or wagons have to be attached or detached at stations where there is no Gunner, the Guard shall proceed with that portion of his train which has to pick up or detach the wagons or carriages, and show the proper signals to the Driver. During the hours of darkness and before commencing to detach or attach vehicles the Guard shall proceed to the engine and notify the Driver that he is present. At stations where there are Gunners, the work of attaching and detaching vehicles shall be performed by the Gunner on duty who shall give the necesssary signals to the Driver after taking orders from the Station Master.

(*h*) When shunting at night, on or across running lines a red light shall be exhibited on the vehicle furthest from the engine.

149. Obstruction of line.—No railway servant shall commence any loading, shunting, or other operation by which any running line may be fouled or obstructed, without obtaining the previous sanction of the Station Master, or of some railway servant appointed in this behalf by special instructions, who shall see that all necessary steps are taken for the protection of traffic while such operation is being carried on.

G.—Shunting and Securing of Vehicles.—(Contd.)

150. Obstruction of running line.—No vehicle shall be moved so as to foul or obstruct any running line unless the previous sanction of the Station Master has been obtained.

151. Shunting on steep gradient.—When any vehicle is being shunted on a steep gradient the railway servant in charge of the operation shall see that a sufficient number of brakes are put on, that sprags are used when necessary, and that all precautions are taken to prevent the vehicle getting out of control.

152. Loose-shunting.—Vehicles containing passengers, explosives, dangerous goods, or live-stock shall not be loose-shunted and no loose-shunting shall be made against such vehicles.

S. R. 152.—(*a*) In all cases of "Loose-Shunting," *i. e.*, when goods vehicles after receiving impetus from an engine are allowed to run forward alone, the vehicles shall be accompanied by a man to pin down their hand-brakes. Vehicles not provided with brakes shall not be so shunted unless attached to at least one other vehicle with a hand-brake.

(*b*) The following classes of vehicles shall never be loose-shunted nor shall other vehicles be loose-shunted against them :—

Loaded Passenger vehicles.
,, Horse Boxes.
,, Wagons containing Live Stock.
,, Wagons containing tinned Kerosine oil or Petrol.
,, Sheep Vans.
,, Powder Vans.
,, Bogie Boiler Trucks.
,, Bogie Rail Trucks.
,, Motor Vans.
Vehicles loaded with explosives.
Store Vans, loaded or empty.
Acid Tanks loaded or empty.
Petrol ,, ,, ,,
Benzol ,, ,, ,,
Oil Tanks ,, ,,
Gas Holders ,, ,,
Dining Cars ,, ,,
Travelling Cranes.

G.—Shunting and Securing of Vehicles.—(Concld.)

(c) Fly-shunting is strictly prohibited.

Note.—A "fly-shunt" is made when two vehicles are sent forward unattached, either together or one immediately after the other, and placed on different lines, necessitating the points being reversed after the passage of the leading vehicle. Another description of "fly-shunt" is when an engine is hauling a wagon, and while both vehicles are in motion, they are uncoupled and run on to different lines.

153. Leaving vehicles in sidings outside station limits.—No railway servant shall leave any vehicle in a siding outside station limits, unless the vehicle is clear of all running lines and, except under special instructions, unless the wheels thereof are properly secured.

154. Securing of vehicles at station.—The Station Master shall see that vehicles standing at the station are properly secured in accordance with special instructions.

S. R. 154.—Vehicles shall be secured when standing in sidings, and at least one safety chain used for every fifteen vehicles. Where there are brake-vans, the brakes shall be screwed hard on and in the case of goods vehicles all lever brakes shall be put down. At least one out of a group of wagons in a siding shall also to be secured by bamboo sprags through the wheels.

155. Vehicles escaping from station.—If any vehicle escapes from a station, the Station Master shall take immediate steps to warn the other stations concerned, as far as practicable, to prevent an accident.

S. R. 155.—In the event of a vehicle escaping or running away from a station, the Station Master shall immediately advise the station towards which the escaped vehicle is moving by telegraph, or where Block Instruments are provided by sending the authorised Code signals.

H.—Ballast Trains.

156. Working of Ballast trains.—A Ballast train shall be worked only with the permission of the Station Master on each side and in accordance with special instructions.

H.—Ballast Trains. (Contd.)

S. R. 156.—(*a*) A Ballast train shall in addition to the vehicles used for conveying material have sufficient brake-vans or vehicles fitted with hand brakes to control the train, taking into consideration the ruling grade on the section it is working on. Each brake-van or hand braked vehicle shall be attended by a person competent to apply the hand brake in case or of the train parting. A brake-van shall always be attached to the rear of the train.

(*b*) The Ballast Guard shall be responsible for seeing that the brakes of all vehicles on his train are applied as necessary. When working on sections of the line where the gradient is steeper than 1 in 150 the Driver before moving his train shall see that a sufficient number of brakes have been applied to enable him to control his train.

(*c*) Unless a Ballast train is going to work on the line it shall be treated and worked as a Through Goods train, and when starting from a changing station it should be allowed to leave before a Through Goods train.

Note.—Station Masters are cautioned against any unnecessary detentions to Ballast trains, the average cost of which is considerable, and the Administration is put to loss when these trains are prevented from doing a good day's work.

(*d*) A Ballast train containing coolies shall not be allowed to run during fog or after Sunset, except for the purpose of proceeding to the first station where stabling accommodation is available or when proceeding to an accident. As far as possible running during a fog or after Sunset shall be avoided.

(*e*) On sections where the Train Control System is in operation the running and stabling of Ballast trains shall be arranged by Control, who shall be advised by Station Masters on receipt of information that a Ballast train is required to work on the line.

(*f*) A Ballast train may be pushed by the engine between stations at a speed not exceeding 15 miles per hour except where gradients are heavy. Where the gradient is steeper than 1 in 150 the speed shall not exceed 5 miles per hour, and the Guard and Driver shall exercise special care to keep the train in complete control.

(*g*) A Ballast train shall always stop at the station preceding the section in which the train is to work and the Guard shall send to the Station Master an application on Form E. 223 stating at what time he will be ready to start, noting the time this advice is sent. Before detaching the top copy of this advice, the Station Master shall note in pencil with carbon paper underneath, the time the advice is received and that at which his reply is sent. He shall also write his reply stating what arrangement he has made for the Ballast train to start. He shall then keep one copy and return the other in the book to the Ballast Guard.

H.—Ballast Trains.—(Contd.)

(*h*) On receipt of advice on Form E. 223, the Station Master shall advise the Station Master at the other end of the Block section as to the length of time during which the Ballast train will work, and on the single line, whether it will proceed or return to the station from which it started. This advice shall be acknowledged by a repetition of the message together with a Private Number.

(*i*) No Ballast train working on the double line shall return on the same line to the station from which it started, but shall go on to the next station and return by the proper line.

(*j*) The Station Master shall also issue to the Driver a Caution Order Form T. 550 on which shall be distinctly stated :—

(*i*) That the train may work on the line between his station and the next.

(*ii*) Whether he has to return to the despatching station or proceed to the next station.

(*iii*) The time at which the train is to arrive at the station.

(*k*) On closing work for the night, the Ballast Guard after consultation with the Station Master concerned, shall give the Station Master of the station at which he is stabling for the night, a written application for permission to start at a certain time the following day, stating therein where the train is going, and if working or running through. At the same time the Ballast Guard shall telegraph to the stations between which he intends to work the next day, and advise them.

157. Warning before moving a Ballast train.—Before a Ballast train is moved, the Driver shall give two clear whistles at an interval of half a minute, as a warning to the coolies that the train is about to move.

158. Coolies on Ballast train.—Guards in charge of Ballast trains shall, before giving the signal to start, see that all coolies are on the train, and warn them to sit down.

159. Protection of Ballast train when stabled.—When a Ballast train with coolies is stabled at a station, it shall be protected in the following manner :—

(*a*) The Guard in charge of the train shall have as part of his equipment two clamps or other locking devices for securing points. He shall satisfy himself that all necessary

H.—Ballast Trains.—(Concld.)

points have been correctly set against the train by the station staff, and secure such points with his clamps. He shall then inform the Station Master in writing that this has been done.

(*b*) The Station Master shall then lock the clamps on the points with his own padlocks in the presence of the Guard, and personally hand over the keys to the Guard, who shall give a receipt for them, and keep them in his possession.

(*c*) When the train is ready to leave the siding the Guard shall inform the Station Master in writing and the Station Master having received back the keys from the Guard and returned the receipt for the same, shall arrange for the correct setting of the points.

I.—*Proper Running Line.*

160. Proper running line.—The Driver shall take his train along the proper running line.

S. R. 160.—(*a*) Above Sitarampur on the Main line and above Dhanbad on the Grand Chord line, an up or down train may, when absolutely necessary, be shunted on to the opposite line to give precedence to a faster train in the same direction When this is done the following procedure shall be observed:—

(*i*) All signals up and down shall be in the "**on**" position.

(*ii*) Where there are two crossover roads the crossover nearest the rear of the train shall be used, and the return from the opposite line shall be made by the same crossover.

(*iii*) The line or lines shall be blocked forward or back, or both, as the case may be.

(*b*) A train which has been shunted on to the opposite line shall before being started on its journey be brought back to its proper line when it shall stop within the Starter signal until that signal is lowered for the train to start.

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I.—Proper Running Line.—(Concld.)

161. Direction of running. (*a*) On a double line every train shall run on the left hand line unless special instructions order otherwise,

(*b*) if there are more than two parallel lines the direction in which trains are to run on each line shall be laid down by special instructions.

J.—Private Engines and Vehicles.

162. Private engines and vehicles.—No engine or other vehicle, the property of a private owner, shall be allowed to enter upon the railway, except in accordance with special instructions

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CHAPTER IV.

ACCIDENTS.

163. Duty for securing safety.—(*a*) Every railway servant shall—

(i) see that every exertion is made for ensuring the safety of the public;

(ii) promptly report to his immediate superior any occurrence affecting the safe or proper working of the railway which may come to his notice; and

(iii) render on demand all possible assistance in case of an accident or obstruction.

(*b*) Every railway servant who observes—

(i) that any signal is defective;

(ii) any obstruction, failure or threatened failure of any part of the way or works;

(iii) anything wrong with a train; or

(iv) any unusual circumstances likely to interfere with the safe running of trains, or the safety of the public,

shall take immediate steps, such as the circumstances of the case may demand, to prevent accident; and, where necessary, advise the nearest Station Master by the quickest possible means.

164. Accident or obstruction.—(*a*) When a report of any accident or obstruction is received by the Station Master, he shall see that all necessary precautions are taken, by the most expeditious means possible, for the protection of traffic.

(*b*) If an accident happens to a train, the Station Master shall arrange for all necessary assistance to be sent to the train.

(c) The Station Master shall, as soon as practicable, report each accident in accordance with special instructions.

Note.—Detailed instructions with regard to the classification and reporting of accidents are issued separately in pamphlet form, for the general guidance of the staff.

165. Working in case of accident or failure of electric communications.—In case of accidents to the line or to any train, or of failure or interruption of electric communications, trains shall be worked between stations in accordance with special instructions.

Note.—The special instructions are contained in "The Block Working Manual."

166. Trains stopped between stations.—When a train is stopped between stations, the Guard in charge of the train shall immediately ascertain the cause; and if the stoppage is other than incidental or authorised, and if he finds that through accident or for any other reason the train cannot proceed, the following action shall be taken—

(a) the Guard shall immediately either himself go back or send a competent person back to protect the train;

(b) the person so going back to protect the train shall plainly show his hand danger signal to stop any approaching train, and in addition to his hand signals shall take detonators and place them upon the line on which the stoppage has occurred, as follows:—

(i) one detonator, a quarter of a mile from his train, to be placed on the way out; and

(ii) three detonators, ten yards apart, not less than half a mile from his train, or at such distance as has been fixed by special instructions; and shall also continue to show his hand danger signal, to stop any approaching train, until he is recalled;

(*c*) when such person is recalled, he shall leave down three detonators, and on his way back pick up the intermediate detonator;

(*d*) the Driver shall at once show a danger signal to the front, and proceed to protect the train in front in the manner prescribed in clauses (*b*) and (*c*), either by going himself or by sending his Fireman or some other competent person;

(*e*) if the stoppage has occurred on a double line, the Danger signals hereinbefore referred to shall be shown on both lines; but, if it be subsequently found that the unoccupied line is not obstructed, the said Danger signals may be removed from the unobstructed line;

(*f*) if the stoppage has occurred on one of two or more parallel lines, whether of the same or different gauges, the Danger signals hereinbefore referred to shall be shown on all the lines. If it is found that the unoccupied line or lines are also obstructed the persons deputed to protect the train under clauses (*a*), (*b*), (*c*), (*d*) and (*e*) shall, while carrying out the duties therein laid down, protect in a similar manner the unoccupied line or lines obstructed; but if it be subsequently found that the unoccupied line or lines are not obstructed, the said danger signal may be removed from such lines as are not obstructed.

S. R. 166.—(*a*) When for any reason a train comes to a stand between stations, and the Driver finds he cannot proceed, he shall give four short sharp whistles. The Guard on hearing the Driver's whistle shall get down and acknowledge it by waving a red hand signal up and down which shall be understood to mean "I am aware that you cannot proceed and am going back to protect my train." The Guard shall continue to wave his red hand signal until the Driver sounds his whistle again, showing that he has seen and understands the Guard's signal. The Guard shall then fix a red flag to the side lamp bracket or if at night reverse one of the side lamps and immediately go back to protect his train in accordance with the procedure laid down in G. R. 166. Should the Driver subsequently find he is in a position to proceed, he shall give three long whistles to recall the Guard, who shall return, leaving three detonators on the line, (but removing the intermediate detonator) and re-start the train.

(*b*) When, in case of an accident or for any other cause, a train is unable to proceed, if the engine is not disabled and there would be no delay in detaching it, the Driver, instead of sending his Fireman or going forward himself on foot, shall send advice to the Guard and immediately detach his engine and proceed with it to place the detonators on the line. He shall leave his Fireman to display hand signals at the place where the three detonators have been placed and then go forward with his engine to the next station and advise the Station Master. On the double line before detaching his engine from the train the Driver shall place red buffer lights on the front of his engine and in the course of the journey from the train to the station shall endeavour to stop any train that may be approaching on the opposite line by sounding his whistle and exhibiting hand danger signals.

(*c*) The above instructions also apply to sections where there are more than two parallel running roads, and in the event of an accident occurring, all such lines require to be protected as described above, but if subsequently found to be free from obstruction the danger signals may be removed, unless it is desired to stop the first approaching train in order to obtain assistance.

(*d*) In case of the failure of an engine from any cause in a station, the Driver, if literate, shall himself send the necessary telegram to the Running Shed Foreman. If the Driver is illiterate the Station Master shall write the telegram for him and the Driver shall sign it.

167. Sending advice of accident or break-down.—If the engine is for any reason unable to proceed, the Guard in charge of the train shall send advice to the nearest station, stating the nature and cause of the accident, and, if assistance has been asked for, he shall not allow the engine or any portion of his train to be moved until such assistance arrives, provided that if the train is subsequently able to move it may do so at walking pace, but not unless a competent man has been sent with hand signals and detonators to protect the train, such man keeping at least a quarter of a mile in advance of the train, the other end of the train being protected in a similar manner.

S. R. 167.—(*a*) If the engine is for any reason unable to proceed the Guard in charge of the train shall send written advice to the nearest station or Block Hut, stating the nature and cause of the accident and the mileage at which the disabled train is standing. The Driver, if he is literate shall also send by the same means a written telegram for despatch to the nearest Running Shed Foreman asking for assistance. If the Driver is illiterate the Guard shall write out the telegram and the Driver shall sign it.

(*b*) When an assisting engine is sent out the Station Master who admits the assisting engine into the section occupied by the disabled train shall issue to the Driver of the assisting engine a Caution Order, Form T. 550, on which shall be stated :—

(*i*) the mileage at which the disabled train is standing,

(*ii*) the station to which the disabled train shall be taken, and

(*iii*) a warning that the train which he is going to assist shall be brought to a stand at the Outer or Warner of the station to which it is being taken, and shall remain there until the Station Master authorises its admittance either by the lowering of the Fixed signals or by the issue of a Caution Order on Form T. 550.

(*c*) An assisting engine entering the station with a disabled train shall be governed by the Fixed signals at that station except when on a double line it is moving in the wrong direction in which circumstance it shall come to a stand opposite the Outer or Warner signal of the other line and remain there until authorised by the Station Master on Form T. 550 to enter the station.

(*d*) When Form T. 550 is issued for a Driver to enter a station with a disabled train and Fixed signals cannot be lowered the Station Master shall endorse on the form :—

"You are authorised to enter........station and pass the Outer (if any) and Home signals in the "**on**" position."

(*e*) When owing to an accident on a double line, single line working has been introduced, the Station Master shall not lower signals or issue Form T. 550 as an authority for the disabled train to enter his station if line clear has been given for a train to approach from the same direction by the other line.

168. **Light engine stopped on line.**—If any light engine should, while on the line outside station limits, be unable to proceed, the Driver shall see that the precautions prescribed by rule 166 are taken for the protection of the engine, both in front and rear, employing the Fireman or some other competent person to assist him.

169. **Train parting.**—(*a*) If any portion of a train should, while in motion, become detached,—

(i) the Driver shall use his judgment to keep the front portion in motion if possible until the rear portion has been brought to a stand, so as to avoid the chance of a collision between the two portions ; and

(ii) the Guard or Guards in the rear portion shall promptly apply their brakes and do all they can to prevent a collision with the front portion.

(*b*) As soon as the rear portion of the train has been brought to a stand, the Guard in charge of the train shall protect that portion, in accordance with rule 166 both in front and rear.

S. R. 169.—(*a*) If the two portions of a parted train have come to a stand within sight of each other and with only a short distance between them, so that the backing of the front portion and the coupling up of it to the rear portion will occupy only a few minutes, the Guard shall signal the Driver to back, which he shall do with all necessary caution. It is not essential in such a case for the Guard to protect the train.

(*b*) If the two portions of a parted train have separated to such an extent that they are out of sight of each other :—

(*i*) The Guard shall protect the rear portion of the train as laid down in G. R. 166 both in rear and in front; if alone, he shall first put down the necessary fog signals in rear, and then in front, and remain in front where the three fog signals are put down until the Driver returns with the engine. If another qualified man is available, the Guard shall protect the vehicles in front, and send the other man to protect them in rear. If a banking engine is attached in rear of the train, the banking engine Driver shall protect the train in rear.

(*ii*) The Driver shall proceed to the next station with the front portion, and immediately advise the Station Master that a portion of the train has been left on the section; if there is a cabin at the station, the Driver shall first advise the ~~Cabinman~~ and then the Station Master.
cabin assistant Station master.

(*iii*) The Station Master (or ~~Cabinman~~) shall immediately advise the station in rear and keep the section blocked.

(*iv*) The Driver shall then return with the engine alone, on the authority of Form T. 550 to pick up the rear portion exercising all necessary caution and acting upon the signals of the Guard when approaching the vehicles.

(*v*) If the section is a single line section on which a Token is the authority to proceed, the Driver shall retain possession of the Token until the rear portion of the train has been brought in.

170. **Portion of train left on line.**—(*a*) When a train stopped between stations has to be divided in consequence of an accident or the inability of the engine to take the whole train forward, the Guard in charge of

the train shall, before uncoupling, put down the brakes and shall, if necessary, otherwise carefully secure the rear portion of the train to ensure its remaining stationary.

(*b*) If the engine is capable of proceeding either with or without vehicles, the Guard shall give written permission to the Driver to uncouple and proceed to the next station, and may, if he thinks fit, give him written instructions to return on the same line.

(*c*) On sections of the single line where token working is in force, the Driver shall, before leaving any portion of his train on a block section, hand over the token to the Guard from whom he shall obtain a written receipt. The Guard shall retain the token until the Block section has been cleared of all vehicles of his train.

(*d*) When the Guard has taken action under sub-rule (*b*), he shall immediately take steps to protect the rear portion of his train in accordance with rule 166.

(*e*) At night, or in thick or foggy weather, as soon as the engine, whether with or without vehicles, is drawn forward, the Guard shall see that a light is shown on the front vehicle of the rear portion of the train

(*f*) When the front portion of the train is taken forward, the Fireman, or, if there are two Guards with the train, the Second Guard shall, if it is practicable and safe to do so, ride upon the last vehicle of the front portion of the train until it reaches the next station ; but no tail-lamp or tail-board shall be placed on it.

(*g*) On entering a station with the knowledge that the Block section behind is obstructed, the first duty of the Driver, when the train consists of the engine only, is instantly to warn the Station Master on duty of this fact, and when vehicles are attached and a Guard accompanies this first duty devolves upon the Driver and Guard jointly. If a cabin is passed on the way to the station the cabin-man shall be informed.

(*h*) When, under the written instructions referred to in sub-rule (*b*) the engine is to be brought back, the Guard in charge of the train shall until the arrival of the engine,

continue to take the precautions prescribed in rule 166 for the protection in rear of the portion of the train left on the line, and shall not permit a following train to move any of the vehicles under his charge.

(*i*) The Driver shall not bring his train back on the same line unless he has received written instructions, under sub-rule (*b*), from the Guard in charge of the train to do so.

(*j*) If there is a double line, the Driver may, under instructions from the Station Master, take the train back on the proper line, according to the system of working, until he can cross on to the line on which he has left the rest of his train, and may then proceed by that line; and after attaching the engine shall work the train to the station to which he is directed.

(*k*) When moving in the wrong direction on a double line, under the written instructions referred to in sub-rule (*b*), the Driver shall proceed cautiously, travel at reduced speed, and make frequent use of the engine whistle.

S. R. 170.—(*a*) When under G. R. 170(*c*) the Token is left with the Guard, a receipt in the following form shall be given by the Guard to the Driver:—

I certify that I have received Token No,—for the Block section
to and will retain it
till the whole of my train is clear of this Block section.

Guard's signature.

Dated the 19 .

(*b*) In the event of a Driver finding his train come to a stand on a gradient, he shall on no account back his train for the purpose of making a fresh start, but must obtain written permission from the Guard to divide the train, to proceed to the next station with the first portion, and to return for the remainder, which operations the Driver shall then proceed to carry out. Before uncoupling, the Guard shall be responsible for seeing that the rear portion is sufficiently braked to ensure its remaining stationary.

171. Fire.—In the event of a railway servant noticing a fire likely to cause damage to railway property, he shall take all possible steps to extinguish it and to prevent it from spreading, and report the occurrence to the nearest Station Master.

S. R. 171.—(*a*) In the event of a vehicle on a train being on fire the train shall be stopped and the burning vehicle isolated; a distance of not less than 50 yards being left between it and the other vehicles on the train. If not protected by Fixed signals the train shall be protected in accordance with S. R. 166. Should the fire be discovered when the train is near a water tank or a watering station, the Driver and Guard shall use their discretion as to proceeding there.

(*b*) In the case of a fire occurring in a Passenger train, the safety of the passengers shall be first attended to, and should a Postal Van be discovered to be on fire, every effort shall be made to save the mails.

CHAPTER V.

ADDITIONAL RULES APPLYING TO RAILWAY SERVANTS GENERALLY.

172. Supply of copies or translations of rules.—

(*a*) The authorised officer shall supply—

(*i*) to each station, and to each locomotive running shed, a copy in English of the rules for the time being in force on the railway concerned, under section 47 of the Act; and

(*ii*) to each railway servant on whom any definite responsibility is placed by the said rules, and who understands English, a copy of the said rules, or a copy of such portion thereof as relate to his duties.

(*b*) The authorised officer may, at his discretion, supply to any railway servant who does not understand English a translation in a language which he understands, of the said rules, or of such portions thereof as relate to his duties.

S. R. 172.—Station Masters shall be responsible for explaining to Signalmen and other staff concerned at their stations, the rules for working Fixed signals, permanent or temporary, and the use of hand signals, and detonators.

173. Production of rules.—Every railway servant who has been supplied under rule 172 with a copy or translation of rules, shall produce the same on the demand of any of his superior officers.

174. Application for new copy of rules.—If any such copy or translation, supplied to any railway servant is lost or defaced, he shall apply to his immediate superior for a new one.

175. Acquaintance with rules.—Every railway servant, whether supplied or not with a copy or translation of the rules relating to his duties, shall make himself acquainted with such rules; and the Railway Administration shall ensure that he does so.

176. Assistance in carrying out rules and reporting breaches thereof.—Every railway servant shall assist, whenever necessary, in carrying out the rules for the time being in force under section 47 of the Act and shall report forthwith to his superior any breach thereof which may come to his notice.

177. Trespass.—Every railway servant shall endeavour to prevent any trespassing by persons or cattle on railway premises.

178. Parting of a train.—If any railway servant notices that a train has parted, he shall not show a danger signal to the Driver but shall endeavour to attract the attention of the Driver and Guard by shouting and gesticulating.

179. Prompt obedience to orders.—Every railway servant shall promptly obey all lawful orders given by any person placed in authority over him.

180. Hours of attendance for duty.—Every railway servant shall be in attendance for duty at such times and for such periods as may be fixed in this behalf by the Railway Administration and shall also attend at any other times at which his services may be required.

181. Absence from duty.—(*a*) No railway servant shall, without the permission of his superior officer, absent himself from duty, or alter his appointed hours of attendance, or exchange duty with any other railway servant.

(*b*) If any railway servant desires to absent himself from duty on the ground of illness he shall immediately report the matter to his superior officer, and shall not leave his duty until a competent person has been placed in charge thereof.

S. R. 181—(*a*.) A railway servant who absents himself from duty or leaves his station without permission, shall be treated as being absent from duty and renders himself liable to summary dismissal.

(*b*.) Should a railway servant overstay leave without previously having obtained permission, he shall be treated as having been absent for the whole period he is away and renders himself liable to summary dismissal.

182. Spirituous or fermented liquor on duty.—(*a*) No railway servant shall come on duty in a state of intoxication.

(*b*) No railway servant directly connected with the working of trains shall, when on duty or in uniform, obtain or partake of spirituous or fermented liquor, except in accordance with special instructions. (See section 120 of the Act.)

183. Conduct generally.—(*a*) The conduct of all railway servants shall be prompt, civil, and obliging.

(*b*) Every railway servant shall at all times afford every proper facility and be careful to give correct information to the public.

184. Finding of lost articles.—Any railway servant who finds on the railway or in any vehicle any article (whether belonging to the Railway Administration or to a private owner) which appears to have fallen from a train or to have been lost, shall immediately deliver or send such articles to the nearest Station Master, to be dealt with in accordance with special instructions.

185. Notice before leaving service.—Every railway servant shall, before leaving the service, give the Railway Administration the notice specified in his agreement (if any) or, if no notice is so specified, then one month's notice in writing.

186. Surrender of Railway property on leaving service.—When a railway servant leaves the service, he shall deliver up to the Railway Administration or to a person appointed by the Railway Administration in this behalf, any property in his custody which belongs to the Railway Administration.

CHAPTER VI.

ADDITIONAL RULES APPLYING TO STATION MASTERS.

187. Responsibility of Station Master for working.—(*a*) The Station Master shall be responsible for the efficient discharge of the duties devolving upon the several members of the staff employed, either permanently or temporarily under his orders at the station or within station limits ; and such staff shall be subject to his authority and directions in the working of the station.

(*b*) The Station Master shall also be responsible that the general working of the station is carried out in strict accordance with the rules for the time being in force.

S. R. 187.—(*a*) The Station Master shall keep muster rolls of the staff, showing their hours of duty, and attendance. He shall also keep copies of all pay sheets in the proper book and correct them from the Audited Pay Sheets.

(*b*) . Unless otherwise instructed the whole staff of Pointsmen, Signalmen and station menials shall be mustered in clean uniform with their hand lamps and flags for inspection daily, at an hour when the work of the station will admit of it.

(*c*) The Station Master shall also see that Pointsmen and Signalmen are properly dressed in uniform whilst on duty and are on the alert.

(*d*) The condition of hand signal lamps and flags in possession of the station staff shall receive the careful attention of Head Station Masters who shall be responsible for seeing that the lamps are in order and are kept clean and well trimmed. All defective hand lamps and discoloured flags shall be forwarded without delay to the Divisional office for repairs or replacement.

(*e*). Whenever there is a change of staff at a station either temporary or permanent, the Head Station Master shall be responsible for seeing that all rules relating to the working of the station are understood by such staff In the case of a man who is literate he shall submit to the Head Station Master, a declaration in writing, that he has read and understood such rules,

188. Permission to approach and authority to proceed.—No person other than the Station Master shall ask for or give permission to approach, or give authority to proceed.

189. Responsibility for the whole working machinery.—The Station Master shall see that all signals, points, gates of level-crossings, and the whole working machinery of his station are in proper working order, and shall immediately report all defects therein to the proper authority.

S. R. 189.—The Station Master shall make it his special duty to walk at least once a day over the yard and examine all points and signals to ensure their being kept clean and in proper working order.

190. Daily inspection of station.—The Station Master shall daily inspect the station, and see that all rooms, offices, platforms, latrines and other appurtenances are kept neat and clean.

191. Responsibility of Station Master for property.—The Station Master shall be responsible for the security and protection of the property of the Railway Administration at his station.

192. Supply of rules, and distribution or exhibition of other documents.—The Station Master shall see—

(*a*) that every railway servant subordinate to him who should be supplied with a copy or translation of these rules under rule 172 duly receives the same ;

(*b*) that the Working Time Table in force, together with all correction slips and appendices, if any, working rules and instructions, and other notices having reference to the working of the line, are properly distributed or exhibited, as may be required ;

(*c*) that both the English and Vernacular sheet time-tables and fare-lists are correctly exhibited at all stations where traffic is booked ; and

(*d*) that copies of the Act, and the Goods and Coaching Tariffs, are available for inspection by the public.

193. Obedience to orders and keeping of books and returns.—The Station Master shall see that all orders and instructions are duly conveyed to the staff concerned and are properly carried out, and that all books and returns are regularly written up and neatly kept.

194. Behaviour of Railway servants.—The Station Master shall see that all railway servants at his station behave respectfully and civilly to the public and to passengers of every class.

195. Assistance to passengers.—(*a*) The Station Master shall see that each member of the platform staff is acquainted with the times of arrival and departure of all passenger trains, so as to render information to the public when required.

(*b*) Upon the arrival at a station of a train carrying passengers, the Station Master shall see that the station staff pay immediate attention to any indication shown by passengers of their desire to receive assistance.

196. Report of neglect of duty.—The Station Master shall report, without delay, to his immediate superior, all neglect of duty on the part of any railway servant who is under his orders.

CHAPTER VII.

PERMANENT WAY OR WORKS.

A.—Railway Servants Employed on the Permanent-Way or Works.

197. Condition of permanent-way and works.—Each Inspector of Way or Works shall be responsible for the condition of the permanent-way and works under his charge.

198. Maintenance of line.—Each Inspector of Way or Works shall—

(*a*) see that his length of line or works charge is efficiently maintained, and

(*b*) promptly report to the Engineer in charge all accidents to, or defects in the way or works which he considers likely to interfere with the safe running of trains at the same time taking such action as may be necessary to prevent accidents.

199. Keeping of material.—Each Inspector of Way or Works shall see to the security of all rails, chairs, sleepers, and other material in his charge, and that such of the said articles as are not actually in use are kept clear of the line and properly stacked.

200. Inspection of permanent-way and works.—(*a*) Every portion of the permanent-way shall be inspected daily on foot by some railway servant appointed in this behalf by special instructions.

(*b*) All bridges and works including signals, signal wires, interlocking gear, points and crossings, shall be inspected regularly in accordance with special instructions.

A.—Railway Servants Employed on the Permanent-way or Works.—(Contd.)

201. Supply of documents to Inspector of Way or Works.—Each Inspector of Way or Works shall be supplied with and be responsible for obtaining—

(*a*) a copy of the Working Time-table for the time being in force, with all correction slips and appendices thereto (if any), and

(*b*) a copy of the schedule of Standard Dimensions for the time being in force under the orders of the Railway Board.

202. Ganger in each gang.—Each Inspector of Way or Works shall see that in every gang employed in his length of line there is a competent Ganger.

203. Knowledge of signals and equipment of gang.—Each Inspector of Way or Works shall see—

(*a*) that every Ganger employed under him has a correct knowledge of hand signals and detonating signals ; and

(*b*) that every gang employed in his length of line is supplied with a permanent-way gauge, two sets of flag signals, two hand signal lamps, and twelve detonators, in addition to such other tools or implements as may be prescribed by special instructions.

204. Inspection of gauges, signals, tools and implements.—(*a*) Each Inspector of Way or Works shall at least once in every month inspect the permanent-way gauges, flags, signal lamps, detonators, tools and implements supplied to the gangs under rule 203 (*b*), and ascertain whether the above equipment is complete and in good order.

(*b*) He shall also see that any defective or missing articles are replaced.

205. Responsibility of Ganger as to signals and safety of line.—Each Ganger shall see—

(*a*) that the signals supplied to him under rule 203 (*b*), are kept in proper order and ready for use ;

A.—Railway Servants Employed on the Permanent-Way or Works.—(Contd.)

(*b*) that the men in his gang each have a correct knowledge of hand signals and detonating signals ; and

(*c*) that his length of line is kept safe for the passage of trains.

206. Trespassing.—Each Ganger shall endeavour to prevent any trespassing by persons or cattle on his length of line or within the fences thereof.

207. Fire.—If a fire occurs on any railway premises at or near any portion of the railway where gangmen are employed, they shall endeavour to extinguish it to prevent it from spreading.

208. Work involving danger to trains or traffic.—A gang shall not commence or carry on any work which will involve danger to trains or to traffic without the previous sanction of the Inspector of Way or Works, or of some competent railway servant appointed in this behalf by special instructions; and the railway servant who gives such sanction shall himself be present to superintend such work, and shall see that the provisions of rules 212, 214 and 215 are observed:

Provided that, in cases of emergency, when it may be necessary for safety to commence any such work before the said railway servant can arrive, the Ganger may commence work at once and shall himself see that the provisions of rule 215 are observed.

209. Work in thick or foggy weather.—In thick or foggy weather, no rail shall be displaced, and no other work which is likely to cause obstruction to the passage of trains shall be performed, except in cases of absolute necessity.

210. Blasting.—No railway servant employed on the way or on any works shall carry on any blasting operations on or near the railway except as permitted by special instructions.

A.—Railway Servants Employed on the Permanent-Way or Works.—(Contd.)

211. Putting in or removing points or crossings.—Except in cases of emergency, no railway servant shall put in or remove any points or crossings otherwise than as permitted by special instructions.

212. Presence and responsibility of Ganger.—When repairing, lifting or lowering the line or when performing any other operation which will make it necessary for a train to proceed cautiously, the Ganger shall himself be present at the spot and shall be responsible that the caution signals prescribed in rule 215 are shown.

213. Duties of Ganger when apprehending danger.—If a Ganger considers that the line is likely to be rendered unsafe, or that any train is likely to be endangered, in consequence of any defect in the way or works or of abnormal rain or floods or any other occurrence, he shall take immediate steps for securing the stability of the line and the safety of trains, by using the prescribed signals for trains to "Proceed with Caution" or to "Stop" as necessity may require; and shall as soon as possible report the circumstance to the nearest Station Master and the Inspector of Way or Works.

214. Precautions before commencing operations which would obstruct the line.—No person employed on the Way or Works shall change or turn a rail, disconnect points or signals, or commence any other operation which would obstruct the line and necessitate the showing of Danger signals,—

(*a*) until such signals have been shown, and

(*b*) if within station limits, until he has also obtained the written permission of the Station Master and all necessary signals have been placed at "**on**".

215. Showing of signals.—(*a*) When "Proceed with Caution" hand signals have to be shown, a competent man shall be sent, if on a double line, in the direction from which trains approach, and if on a single line, in each direction at least a quarter of a mile and as much further as

A.—Railway Servants Employed on the Permanent-way or Works.—(Contd.)

the circumstances of the case may render necessary to show these signals in such a manner as to be plainly visible to the Driver of an approaching train.

(*b*) Another such signal shall also be shown at the spot where cautious driving is required and a "Proceed" signal shall be shown to the Driver as soon as the train has cleared the portion of the line over which cautious driving was necessary.

(*c*) When danger signals have to be shown under this Chapter, they shall be shown at an adequate distance (to be prescribed by special instructions) in both directions from the place of obstruction except where only one line on a double line of railway is affected, in which case the signal may only be shown in the direction from which trains approach on that line.

(*d*) Danger signals shall also be shown near and short of the point of danger.

(*e*) Danger signals shall be supplemented by detonators in the manner prescribed in Rules 71 to 75.

S. R. 215 (*a*).— For operations which would involve danger to a train the following shall be the procedure :—

When work is to be taken in hand outside station limits on the double line the Permanent-Way Inspector shall hand a notice on Form E. 154 to the Station Master of the nearest station to the site of the work in the direction from which trains will approach, and shall obtain a receipt from the Station Master.

(*i*) On the single line the Permanent-Way Inspector shall hand the notice to the Station Master on the one side and a telegraphic advice for despatch to the Station Master on the other side.

(*b*) On receipt of Form E. 154 or a telegraphic advice from the Permanent-Way Inspector, a Station Master shall at once send advice to the last stopping stations for all Mail, Express or Passenger trains that are booked to run through his station, to enable Form T. 550 to be handed to Drivers and until he has been advised by the last stopping stations that Drivers are being warned, he shall stop such trains and issue Form T. 550 to them. He shall issue Form T. 550 at his station to Drivers of all stopping Passenger trains and of all Goods trains and light engines which, if booked to run through, shall be stopped for this purpose.

(*c*) On sections where Train Control working is in force, the Controller shall, on intimation from the Station Master concerned, be responsible for giving instructions for the issue of Form T. 550 as prescribed above.

A.—Railway Servants Employed on the Permanent Way or Works.—(Contd.)

(*d*) On receiving an acknowledgment for Form E. 154 from the Station Master, the Permanent-Way Inspector may proceed to the site of work and place flags, detonators, etc., as detailed below :—

(i) At 200 yards from the point of danger a red banner flag across the line.

(ii) At a point one quarter of a mile from the banner flag one fog signal and a man with two flags, red and green. The red flag shall be exhibited until the train is brought to a stand, unless in the meantime the signalman has been advised by signals from the Inspector in charge of the work that the train may be allowed to proceed, in which case the green flag shall be exhibited and the fog signal removed. These flags shall not be less than 2 ft. square and of clean bright colours.

(iii) At a point half a mile distant from the banner flag three fog signals spaced ten yards apart.

(iv) On sections or parts of the line, where the view is obstructed, or where there is a gradient steeper than 1 in 500 falling towards the point of danger, the distances given above shall be increased to such an extent as may be necessary to ensure absolute safety, and if necessary the number of signals may be increased.

(v) The signals described above shall be used in cases of minor works which can be completed between Sunrise and Sunset, of the day on which they are commenced, and on the single line, they shall be shown on both sides of the point of danger.

(*e*) On completion of the work the Permanent Way Inspector shall cancel the notice by sending the slip provided in Form E. 154 to the Station Master.

(*f*) When work has to be taken in hand inside station limits which will involve danger to trains or vehicles, the Permanent-Way Inspector shall hand a notice in Form E. 110 to the Station Master and obtain a receipt for the same.

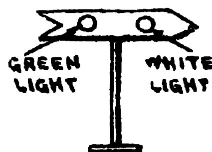
(*g*) If it is possible to protect the line on which the work has to be carried out by setting and locking the points leading to the same, this shall be done. If it is not possible to set and lock the points against the line under repairs, it shall be protected by hand signals.

(*h*) On completion of the work the Permanent-Way Inspector shall cancel the notice by issuing Form E. 110-A to the Station Master.

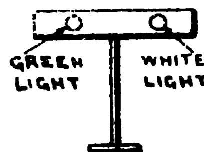
A.—Railway Servants Employed on the Permanent Way or Works..—(Concld.)

(*j*) Whenever cautious driving is necessary due to repairs or other Engineering works being in progress, the three following signals shall be displayed by the Way or Works staff :—

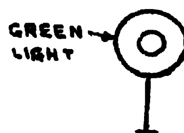
The first signal shall be fixed half a mile from the point where restriction of speed has actually to commence and shall consist of a horizontal warner arm painted green showing at night green and white lights to advancing trains and small back lights for the watchmen to know whether the lights are burning.



The second signal shall be fixed 600 feet from the point where restriction of speed has actually to commence and shall consist of a horizontal square arm painted green showing at night the same lights as the first signal.



The third signal shall be fixed 2,000 feet in advance of the danger zone to indicate to Drivers where normal running may be resumed and shall consist of a green painted disc 3 ft. in diameter with one green light and no back light.



The above signals shall be exhibited in the direction from which trains approach on the double line and in both directions on the single line.

(*k*) The signals described in para. (*j*) shall be used in cases of repairs or renewals or at Engineering works on the line which cannot be completed on the day on which they are taken in hand, necessitating cautious driving during both day and night. The lamps shall be lit and extinguished at the times prescribed for Fixed signals.

216. Protection of train.—Every railway servant employed on way or works shall, on the requisition of the Guard in charge of a train or the Driver thereof, render assistance under rule 166 for the protection of the train.

B.—The Working of Lorries, Trollies and Motor Trollies.

217. Distinction between lorries and trollies.—(*a*) For the purposes of rules 217 to 226 a vehicle which can be lifted bodily from the line by four men shall be deemed to be a trolly and any similar but heavier vehicle shall be deemed to be a lorry.

(*b*) A trolly shall not, except in cases of emergency, be used for the carriage of permanent-way or other heavy material; and, when a trolly is so loaded, it shall be deemed, for the purposes of these rules, to be a lorry.

S. R. 217.—(*a*) Every lorry or trolly shall be accompanied by not less than four men for working it.

(*b*) On the single line every lorry or light trolly loaded with materials, shall have six men with it, two of the men acting as flagmen.

(*c*) On the double line, when a lorry is being worked in the same direction as that in which trains run, there need be only five men, one acting as flagman to protect the lorry or trolly in the direction from which trains approach.

(*d*) The person in charge of the lorry or trolly shall be responsible for seeing that at no period is he without the full number of men required for the efficient working and protection of his lorry or trolly.

(*e*) In the case of a change from double to single line working, notice shall be given to all persons using lorries or trollies over the length concerned, by the Station Master at either end of such section or sections.

(*f*) Trollies shall be pushed not pulled.

(*g*) Each lorry or trolly shall have marked on it a number, the designation and the Code initial of the Head Quarter station of the person authorised to use it.

218. Efficient Brakes.—No lorry or trolly shall be placed on the line unless it is fitted with efficient brakes.

219. Qualified person to be in charge of lorry or trolly when on the line.—(*a*) No lorry or trolly shall be placed on the line except by a qualified person appointed in this behalf by special instructions.

(*b*) Such qualified person shall accompany the lorry or trolly, and shall be responsible for its proper protection and for its being used in accordance with special instructions.

S. R. 219.—(*a*) Head trollymen shall pass an examination in the trolly rules and be in possession of a certificate of having done so.

B.—The Working af Lorries, Trollies and Motor Trollies.—(Contd.)

(*b*) The persons authorised to use trollies are :—All Engineering Officers and such Officers of the Operating Department as may be authorised by the Chief Operating Superintendent or Divisional Superintendents, and all Inspectors of Way or Works and such of their assistants and sub-assistants or other Way or Works staff as are authorised by Divisional Superintendents.

(*i*) Persons other than those specified above shall not use a trolly unless they hold a trolly pass issued by the Chief Operating Superintendent or Divisional Superintendent concerned.

(*c*) Trollies shall in all cases be manned by persons experienced in the working of trollies and every person authorised to use a trolly shall be responsible that it is used by no other person except by his own immediate subordinates when on duty ; and he shall be responsible for the conduct of his subordinates.

(*d*) In every case, where a license has been granted to the Manager of a Mill, Coal, or other Company, to run a trolly on the railway within prescribed limits, the head trollyman in charge of the trolly shall be a railway servant appointed by the Divisional Superintendent.

(*e*) The head trollyman appointed to have charge of a private trolly shall be provided with a copy of the General Rules and with any special orders relating to the working of trollies on the section of line to which the private trolly license applies, and shall give an acknowledgment for the same.

(*f*) A pass shall be issued for every private trolly to be kept by the head trollyman and shown on demand by the Station Master, or other official of the railway.

(*g*) The designation of the person, or the Mill or Coal Company authorised to use a trolly, shall be painted on the front and back of the trolly in clear black letters on a white surface. Such trollies shall be used during daylight only.

220. Attachment to train prohibited.—No lorry or trolly shall be attached to a train.

S. R. 220—(*a*). No trollies are to be carried by Mail trains except in case of an accident or great emergency.

(*b*) Trollies shall only be carried in the brake-vans of Passenger, Mixed and Goods trains provided there is room, and that when being so carried they will not cause damage to the other contents of the van, or inconvenience or delay the Guard in checking and delivering luggage, etc.

B.—The Working of Lorries, Trollies and Motor Trollies.—(Contd.)

(*c*) Trollies shall not be loaded into Road Vans on a Van Goods train.

(*d*) When conveyed by Goods train, trollies shall be loaded in an empty truck, or wagon, if there is one available on the train, and the trollymen shall ride with the trolly.

(*e*) No trolly shall be loaded up into any vehicle of a train without the consent of the Guard in charge of the train, who shall direct where it is to be placed, and Inspectors and others requiring their trollies to be placed in trains shall give notice of the same to the Station Master previous to the arrival of the train.

(*f*) When there is room in a train, the Guard shall not refuse to receive a trolly.

221. Time of running.—A lorry shall ordinarily be run only by day, and when the weather is sufficiently clear for a signal to be distinctly seen from a distance of half a mile.

S. R. 221.—(*a*) Lorries, or light trollies loaded with material shall not be run at night, or in thick or foggy weather, except when absolutely necessary. In such cases the person in charge of the trolly shall be responsible that special precautions are taken to prevent any avoidable risk from accident.

(*b*) When light trollies are run at night, or in thick or foggy weather, in addition to the precautions laid down, extra vigilance shall be exercised by the person in charge and great care observed in running when a clear view for the full half mile required by the rules is not obtainable.

222. Red flag or light to be shown.—Every lorry or trolly when on the line shall show a red flag by day and a red light by night in the directions from which any train may come.

S. R. 222.—(*a*) No trolly shall be placed on the line unless provided with both day and night signals, and a chain and padlock for securing the trolly when removed from the line. The day signal shall be a red flag fixed to a staff placed perpendicularly in a socket so as to be conspicuously visible. The night signal shall be a light similarly placed and showing on the double line red in the direction from which trains are to be expected, and white in the other direction ; on the single line red in both directions. When within station limits on both double and single lines, the lights displayed by night shall be red in both directions. These signals shall always be exhibited whilst a trolly is standing upon or running on any line. Hand signals, for both day and night use, shall always be carried on the trolly.

B.—The Working of Lorries, Trollies and Motor Trollies.—(Contd.)

(*b*) On those portions of the line where, owing to curves in cuttings, or other causes, the view of the line from a running trolly is limited to less than half a mile, trolly signal stations are established at sites commanding the best views in both directions. The signals which are intended for day working only consist of a ball or revolving disc working on a staff of suitable height. The raising of the ball or the exposure of the disc to an approaching trolly indicates that no train is in sight on the line the ball or disc refers to. The rapid raising and lowering of a ball signal or the turning on and then off of a disc signal repeatedly indicates that a train is approaching and the trolly should be cut off the line immediately. No trolly shall pass a trolly signal till signalled past except when it can follow a train and keep it in sight. In the absence of signal stations on the single line, one man shall precede and one man follow the trolly at an interval of 400 yards, carrying and displaying danger signals, in both directions. On the double line, signals shall be similarly displayed in the direction from which a train may be expected.

223. Protection of trolly on the line.—The qualified person in charge of a trolly shall before leaving a station, ascertain the whereabouts of all approaching trains, and shall, when a clear view for an adequate distance—

(*a*) on a single line, in both directions or

(*b*) on a double line, in the direction from which trains may approach,

is not obtainable, take such precautions for the protection of his trolly as may be prescribed by special instructions.

224. Protection of lorry on the line.—(*a*) Whenever it is proposed to place a lorry, whether loaded or empty, on the line, the line shall, if it is possible to do so without interference with the working of trains, be blocked under the rules for working trains.

(*b*) When the line has not been so blocked and a lorry, whether loaded or empty, is placed on the line, the lorry shall be protected—

(1) On a double line, by a man either following or preceding the lorry at a distance of not less than half a mile in the direction from which trains may approach, and plainly showing a Danger hand signal, or

B.—The Working of Lorries, Trollies and Motor Trollies.—(Contd.)

(2) On a single line, by a man following and a man preceding the lorry at a distance of not less than half a mile, and plainly showing a Danger hand signal and the man so following or preceding the lorry shall—

(*i*) be furnished with detonators, and place three on the line, ten yards apart, immediately the lorry comes to a stand for the purpose of either unloading or loading, and

(*ii*) continue to show the Danger hand signal, and keep the detonators on the line until a messenger arrives with an order from the Ganger or other person in charge of the operation to withdraw the signal, and

(*iii*) in any case, should any train be seen approaching, immediately place the detonators on the line, unless he has received orders to withdraw the Danger signal.

S. R. 224.—(*a*) No heavy material lorry or light trolly loaded with materials shall be placed on the line without receiving permission of the Station Masters concerned in writing or by wire and unless in charge of an Engineer, Inspector or such other person of the Way or Works staff as may be authorised by the Divisional Superintendent. Before placing a lorry on the line the person in charge shall inform the Station Masters concerned of the mileage over which and the time during which the lorry is to work. Station Masters having given permission for a lorry to run on the line shall issue Caution Orders to Drivers of trains until advice is received that the lorry has been removed from the line. The person in charge of the lorry shall advise Station Masters of its removal from the line as soon as possible, in order that the punctuality of trains may not be adversely affected.

(*b*) On sections where Control working is in force, Station Masters shall advise Controllers of the running of lorries to enable them to make the necessary arrangements.

225. Motor trolly.—A motor trolly shall only be run in accordance with special instructions.

S. R. 225.—(*a*) In addition to the rules prescribed for lorries or trollies, motor trollies shall be governed by the following rules :—

(*i*) Only such persons shall use a motor trolly as are authorised by the Chief Operating Superintendent or the Divisional Superintendent concerned.

B.—The Working of Lorries, Trollies and Motor Trollies.—(Contd.)

(*ii*) Motor trollies shall, in all cases, be manned by not less than four selected trollymen and the load shall in no case exceed 8 persons and in the case of lighter types of trollies shall be restricted to 7 persons.

(*iii*) A motor trolly shall carry the equipment laid down in S. R. 222 (*a*) for light trollies but the day signal shall be two red flags instead of one.

(*iv*) On those portions of the line where owing to curves and cuttings or other causes the view of the line is limited, unless the trolly can follow directly behind a train and keep it in sight, the person incharge of the motor trolly, may, after advising the Station Master how long he expects to be in reaching the next station obtain from him an authority to proceed in the following form :—

> "You are authorised to proceed with Motor Trolly No..........
> "to..................... The line between.....................and
> "...................will be kept clear for your Motor Trolly
> "from ....Hrs. ....Mts. to ....Hrs........ Mts.,
> "after which trains will be allowed to run as usual on the
> "section."

If the line is clear and no train will be detained by rhe permitting the Motor Trolly to run the Station Master shall issue the authority and at the time of giving it make an entry in the Train Signal Register to the effect that the section referred to will be kept blocked for the time specified, thus :—

> "Line to.....................station has been blocked frcm..........
> "Hrs. ....Mts. ....to............Hrs............Mts.
> "for Motor Trolly No. ...."

Where Paper Line Clear working is in force these remarks shall be entered in the Enquiry and Reply Books.

(*v*) The person authorised to use a trolly may ask for and receive a line clear; but in that case he shall be responsible for any detention which may be caused to trains thereby.

(*vi*) When it is necessary for a motor trolly to run between the hours of Sunset and Sunrise, or during thick or foggy weather, it shall invariably be signalled on the Block Instrument or on Line Clear.

(*vii*) When a trolly is proceeding under a written authority or Line Clear in case of a complete break down (*i. e.*, so that the trolly can not be propelled even by hand) the person in charge shall have it removed from the line at once and take steps to advise the nearest Station Master in writing that the trolly has been cleared from the line. The Station Master receiving this advice shall wire the Station Master at the other end of the section advising him that the trolly has been removed.

B.—The Working of Lorries, Trollies and Motor Trollies.—(Concld.)

(*viii*) On the double line motor trollies shall, except within station limits, run in the same direction as the trains.

(*ix*) Nothing in the foregoing rules shall relieve the person in charge of a motor trolly from the responsibility of keeping out of the way of all trains.

226. Lorries and trollies out of use.—A lorry or trolly, when not in use shall be placed clear of the line, and the wheels be secured with a chain and padlock.

CHAPTER VIII.

GATEMEN.

227. Knowledge of signals.—No person shall be appointed to be a Gateman unless he has a knowledge of signals.

228. Supply and care of hand signals.—Every Gateman shall—

(*a*) be supplied with day and night hand signals, and a stock of detonators, and

(*b*) keep such signals in proper order and ready for use.

229. Road traffic.—(*a*) Where the gates at a level-crossing are not made to close across the line, the Gateman shall, when such gates are opened for road traffic be prepared to show a Danger signal to any approaching train.

(*b*) Where there is no Gateman specially on night duty at a level-crossing the gates shall be locked at night, except when opened for the passage of road traffic.

(*c*) When gates are closed to the passage of road traffic, they shall be kept securely fastened across the thoroughfare until the train has passed.

(*d*) Unless otherwise directed by special instructions, all gates that close across the line at level-crossings shall be kept open for the passage of trains and securely closed across the thoroughfare, and shall only be closed to the passage of trains when it is necessary to open them for the passage of road traffic.

230. Channel for flange of wheels.—The Gateman on duty shall see that the channel for the flange of the wheels is always clear before the passage of each train.

231. Report of defects.—If any gate, or the fastenings thereof, or any fixed signal pertaining to the gate, becomes out of order, the Gateman shall as soon as possible report the fact to his immediate superior or to the nearest Ganger.

232. Obstructions.—Every Gateman, on noticing any obstruction on the line, shall at once remove it or, if unable to do so, shall show Danger signals and do his best to stop approaching trains.

233. Parting of a train.—If a Gateman notices that a train has parted, he shall not show a Danger signal to the Driver, but shall endeavour to attract the attention of the Driver and Guard by shouting and gesticulating.

234. Trespassing.—Every Gateman shall, as far as possible, prevent any trespassing by persons or cattle.

235. Transfer of charge of gate.—Except in accordance with special instructions, no Gateman shall leave his gate unless another Gateman has arrived to take charge of it.

CHAPTER IX.

SYSTEMS OF WORKING.

236. Systems of working.—(*a*) All trains working between stations shall be worked on one or other of the following systems namely :—

(i) Absolute Block ;
(ii) Automatic Block ;
(iii) Section Clear ;
(iv) Following Trains ;
(v) Train-Staff and Ticket ;
(vi) Pilot Guard or
(vii) One Engine only.

(*b*) The Absolute Block system alone shall be used on every railway except any railway or portion of a railway on which the Railway Board may expressly sanction the use of any other system mentioned in Sub-rule (*a*).

S. R. 236.—The Absolute Block system is the only system of working used throughout the East Indian Railway.

CHAPTER X.

THE ABSOLUTE BLOCK SYSTEM.

The Subsidiary Rules relating to this Chapter are to be found in the "Block Working Manual."

237. Essentials of the Absolute Block System.—(1). Where trains are worked on the Absolute Block system,—

(*a*) no train shall be allowed to leave a Block station unless permission to approach has been received from the Block station in advance, and

(*b*) on double lines such permission shall not be given unless the line is clear, not only up to the first Stop signal at the Block station at which such permission is given but also for an adequate distance beyond it ;

(*c*) on single lines the permission referred to in clause (*a*) shall not be given unless the line is clear of trains running in the same direction, not only up to the first Stop signal at the Block station at which such permission is given, but also for an adequate distance beyond it, and

(i) is clear of trains running in the direction towards the Block station to which such permission is given, or

(ii) will be clear after the complete arrival of a train approaching the Block station to which such permission is given.

(2) The permission referred to in clause (c) (ii) of sub-rule (1) shall be conditional and be valid only after the Block section has been cleared by the complete arrival of the approaching train. Such conditional permission shall be given only under approved special instructions.

(3) The distance referred to in sub-rule (1) (*b*) and (*c*) shall not be less than one quarter of a mile, unless otherwise directed by approved special instructions.

S. R. 237.—The conditional line clear referred to in G. R. 237 (2) shall not be used in normal working. It shall only be employed in the following cases or any other exceptional circumstances for which the approval of the Senior Government Inspector has been obtained :—

(*i*) When there is a failure of telegraphic and telephonic communication and trains have to be worked on Forms TT. 13 and TT. 14.

(*ii*) When there is a failure of Token Instruments on a heavily occupied single line.

(*iii*) When, owing to obstruction of one line, single line working has to be adopted on a double line section.

Class A Stations—Double Line.

238. Conditions under which permission to approach may be given.—The line shall not be considered clear, and permission to approach shall not be given, unless—

(*a*) the whole of the last preceding train has arrived,

(*b*) all signals have been put back to "**on**" behind the said train,

(*c*) the line on which it is intended to receive the incoming train is clear up to the Starter and

(*d*) all points have been correctly set and all facing points have been locked for the admission of the train on the said line.

239. Obstruction when train is approaching.—When permission to approach has been given no obstruction shall be permitted outside the Home signal, or, on the line on which it is intended to admit the train, up to the Starter.

Class A Stations—Double Line.—(Contd.)

240. Obstruction in rear of Starter when block section is clear.—If, when the Block section in rear is clear, it becomes necessary to obstruct the line outside the Home signal or between the Home and the Starter, the line shall be blocked back.

241. Obstruction outside last Stop signal when block section is clear.—If, when the Block section in advance is clear, it becomes necessary to obstruct the line outside the last Stop signal,—

(*a*) either a shunting arm (which may for this purpose be provided on the post of the last Stop signal) shall be taken "**off,**" or a written permission to shunt be given to the Driver, and

(*b*) the line shall be blocked forward.

242. Obstruction when block section is occupied by train travelling away from the station.—If the Block section is occupied by a train travelling away from the Block station at which shunting operations have to be performed, such shunting shall be permitted only under either of the conditions prescribed in clause (*a*) of rule 241 ; and as soon as intimation has been received that the train has arrived at the Block station in advance, the line shall be blocked forward, if it is still obstructed by the shunting.

243. Thick or foggy weather.—In thick or foggy weather, a train waiting for an authority to proceed shall not be allowed to draw out to a Starter in an advanced position, or up to an Advanced Starter.

Class A Stations—Single Line.

244. Conditions under which permission to approach may be given.—The line shall not be con-

sidered clear, and permission to approach shall not be given, unless—

(*a*) the whole of the last preceding train has arrived,

(*b*) all signals have been put back to "**on**" behind the said train,

(*c*) the line on which it is intended to receive the incoming train is clear up to the Starter, and

(*d*) all points have been correctly set and all facing points have been locked for the admission of the train on the said line.

245. Obstruction when train is approaching.—When permission to approach has been given no obstruction shall be permitted outside the Home signal, or, on the line on which it is intended to admit the train, up to the Starter which controls the train.

246. Obstructing the block section.—The Block section shall not be obstructed for shunting purposes, unless—

(*a*) the Station Master has received permission to approach from the Station Master at the other end of the Block section, or

(*b*) the Block section has been blocked back, or is occupied by a train travelling away from the Block station at which the shunting is to be performed, and

(*c*) the Driver or other person in charge of the shunting operations has received distinct orders from the Station Master to shunt in a manner directed by special instructions.

247. Thick or foggy weather.—In thick or foggy weather, a train waiting for an authority to proceed shall not be allowed to draw out to a Starter in an advanced position, or up to an Advanced Starter.

Class **B** *Stations—Double Line.*

248. Conditions under which permission to approach may be given.—The line shall not be considered clear, and permission to approach shall not be given unless—

(*a*) the whole of the last preceding train has passed inside the Home signal,

(*b*) the Home and Outer signals have been put back to "**on**" behind the said train and

(*c*) the line is clear up to the Home signal.

249. Obstruction when train is approaching.—When permission to approach has been given, there shall be no obstruction of the line outside the Home signal but shunting between the Home signal and the last Stop signal of the station may go on continuously, provided the necessary signals are kept at "**on**."

250. Obstruction outside Home signal when block section is clear.—If when the Block section in rear is clear, it becomes necessary to obstruct the line outside the Home signal, the line shall be blocked back.

251. Obstruction outside last Stop signal when block section is clear.—If, when the Block section in advance is clear, it becomes necessary to obstruct the line outside the last Stop signal,—

(*a*) either a shunting arm (which may for this purpose be provided on the post of the last Stop signal) shall be taken "**off**" or a written permission to shunt shall be given to the Driver, and

(*b*) the line shall be blocked forward.

252. Obstruction when block section is occupied by train travelling away from the station.—If the Block section is occupied by a train travelling away from the Block station at which shunting operations have to be performed, such shunting shall be permitted only under

Class **B** *Stations—Double Lines.*—(Concld.)

either of the conditions prescribed in clause (*a*) of rule 251 and as soon as intimation has been received that the train has arrived at the Block station in advance, the line shall be blocked forward, if it is still obstructed by the shunting.

253. Thick or foggy weather.—In thick or foggy weather a train waiting for an authority to proceed shall not be allowed to draw out to a Starter in an advanced position or up to an Advanced Starter.

Class **B** *Stations—Single Line.*

254. Conditions under which permission to approach may be given.—The line shall not be considered clear, and permission to approach shall not be given, unless—

(*a*) the whole of the last preceding train has passed within the Home signal if any, or has arrived at the place at which trains usually come to a stand,

(*b*) the Home, if any, and the Outer have been put to "**on**" and

(*c*) the line is clear—

(i) to the Shunting Board or Advanced Starter (if any), at that end of the station nearest the expected train, or

(ii) to the Home signal, if there is no Shunting Board or Advanced Starter, or

(iii) to the outermost facing points, if there is no Shunting Board or Advanced Starter and no Home signal.

255. Obstruction in the face of an approaching train.—The line outside the Home signal in the direction of a train for which permission to approach has been given; shall only be obstructed when a Shunting Board or an Advanced Starter is provided in accordance with rule 30, clause (*c*) and under special instructions which take into consideration the speed, weight and brake

Class B *Stations—Single Line.*—(Contd.)

power of trains, the gradients, the position of the Outer signal and the distance from which that signal can be seen by the Driver of an approaching train.

256. Obstruction within station section.—If the necessary signals are kept "**on**" shunting may be carried on either :—

(*a*) between Shunting Boards or Advanced Starters subject to the provisions of rule 255, or

(*b*) between the Home signals, if there are no Shunting Boards or Advanced Starters, or

(*c*) between the outermost facing points, if there are no Home signals or Advanced Starters or Shunting Boards.

Provided that when signals have been lowered for an incoming train on to a line which is not isolated in accordance with rule 90 (*c*), no shunting movement shall be carried on towards points over which the incoming train will pass.

257. Obstruction outside station section.—The line between the station section and the Outer signal shall not be obstructed unless a railway servant specially appointed in this behalf by the Station Master is in charge of the operations, and unless—

(*a*) the Block section into which the shunting is to take place is clear of an approaching train : or

(*b*) if an approaching train has arrived at the Outer signal, the Station Master has personally satisfied himself that the train has been brought to a dead stand at that signal :

Provided that the line shall not be obstructed under clause (*b*) in thick or foggy weather, or in any case unless authorised by special instructions.

Class **B** *Stations—Single line.*—(Concld.)

258. Obstruction outside the Outer signal.—The line outside the Outer signal shall not be obstructed unless the line has been blocked back.

Class **C** *Stations—Double and Single lines.*

259. Conditions under which permission to approach may be given.—The line shall not be considered clear, and permission to approach shall not be given, unless—

(*a*) the whole of the last preceding train has passed at least a quarter of a mile beyond the Home signal and is continuing its journey, and

(*b*) the Home and Warner signals have been put back to the "**on**" position.

CHAPTER XI.

THE AUTOMATIC BLOCK SYSTEM.

A.—Applicability of other Rules.

260. Applicability of General Rules to Automatic Block System.—All rules referring to the working of signals and trains also apply to the Automatic Block system, except as otherwise provided in the rules in this Chapter.

B.—General Description.

261. Automatic signal described.—An Automatic signal is a Fixed signal, worked by electric or electro-pneumatic agency, which is controlled entirely by the passage of a train into, through and out of the automatic signalling section which the signal governs.

262. Automatic signal: how worked.—The control of an Automatic signal by a train is effected by dividing the line into a number of track circuit sections, each track circuit section constituting an automatic signalling section. The entrance of a train into the section places the Automatic signal protecting the section at "**on**", and the clearing of the section and overlap, by the passage of the train out of it, places the signal at "**off**".

263. Normal position of Automatic signal.—(*a*) The normal position of an Automatic signal with the track circuit section unoccupied is at "**off**".

B.—General Description.—(Contd.)

(*b*) An Automatic Stop signal shall not assume the "**off**" position, unless the line is clear not only up to the Automatic Stop signal immediately in advance, but also for an adequate distance beyond it.

264. Adequate distance or "overlap".—The adequate distance which shall be termed the "overlap," shall be the stopping distance for a train running at the highest speed permissible in the particular locality with due allowance for speed, weight, brakepower, gradient, and the distance from which the signal can be seen by the Driver of the train. This overlap shall not be less than six hundred feet except under approved special instructions.

265. Manual signals.—Fixed signals worked manually are in this Chapter called Manual signals.

266. Semi-automatic signals.—A Semi-Automatic signal is a Fixed signal having both manual and track circuit control. The signal is operated manually, but, when "**off**" the entrance of a train into the track circuit section controlled, causes the signal to assume the "**on**" position.

267. Normal position of Manual and semi-Automatic signals.—The normal position of Manual and Semi-Automatic signals is at "**on**".

268. Forms of Automatic Stop signal.—

(1) (*a*) An Automatic Stop signal shall be either (*i*) a semaphore arm with a pointed end, or (*ii*) a colour light signal.

(*b*) When a semaphore arm is used as an Automatic Stop signal, the white and black bars painted thereon shall be parallel with the end of the arm.

(2) A semaphore arm may be of the three position type under approved special instructions.

B.—General Description.—(Contd.)

269. Marker light.—Whether the Automatic Stop signal is a semaphore arm or a colour light it shall be provided with a Marker Light to show by night that the indication given is that of an Automatic signal. A Marker Light shall be a small purple light placed below, and out of line with the signal lights.

270. Function of Automatic Repeater signal.—An Automatic Repeater signal is a signal intended to warn a Driver of the condition of the next Automatic Stop signal and Automatic signalling section ahead.

271. Forms of Automatic Repeater signal.—An Automatic Repeater signal shall be, either (*i*) a fish-tailed semaphore arm similar to a Manual Warner signal, or (*ii*) a colour light.

272. "Off" position of Automatic Repeater signal.—An Automatic Repeater signal shall not assume the "**off**" position until the Automatic signalling section in advance is clear, and the Automatic Stop signal, the condition of which is being repeated, is "**off.**"

273. Back lights.—Automatic signals may be without back lights.

274. Automatic signalling section.—Where Automatic signalling is in force, the Automatic signalling section is that portion of the running road between any two consecutive Stop signals.

275. Significance of various combinations of arms or lights.—The significanee of the various combi-

B.—General Description.—(Concld.)

nations of Automatic Stop and Automatic Repeater signals is as follows :—

Reference.	Indications.		Reference.	Indications.		Meanings.
	Three Position Signal Arms.	Three Position Colour light.		Two Position Signal Arms.	Two Position Colour light.	
A	G P	G	A	G G P	G G P	Proceed; Automatic Signalling Section ahead is clear, and next automatic Stop signal is "off".
B	Y P	Y	B	G R P	G R P	Proceed with caution; next Automatic Stop signal is "on".
C	R P	R	C	R R P	R R P	Danger; Stop.

R = Red, G = Green, Y = Yellow, P = Purple Marker Light.

Note.—The purple marker light is not required for a Colour Light signal worked manually. A semi-Automatic signal has same indications as a Manual signal described in rule 10, Chapter II.

*C.—Procedure with Automatic Stop signals in "**ON**" Position.*

276. **Automatic Stop signals normally not to be passed when "on".**—Automatic Stop signals shall not be passed when "**on**" except as provided for under the following rules.

277. Driver's duty when Automatic Stop signal is "on".—If a Driver finds an Automatic Stop signal at "**on**" he shall sound his whistle to warn the Guard, and stop at such signal. He shall wait at such signal for not less than one minute by day and two minutes by night. If after the lapse of this period, the signal remains at "**on**" he may proceed past it, provided that he can see that the line ahead is clear up to the next Stop signal and provided that he has his train under such control that he can stop short of any obstruction.

278. Guard's duty when Automatic Stop signal is "On".—If the Driver is not accompanied by a Fireman the Guard shall accompany the Driver on the engine before it moves forward, to assist him in keeping a sharp look out. When there is a Fireman, the Driver shall exchange signals with the Guard before proceeding.

279. Precautions after passing Automatic Stop signal at "On".—When an Automatic stop signal has been passed at "**on**" the train shall proceed with great caution until the next Stop signal is reached. If this signal is an Automatic Stop signal and is at "**on**", the same procedure shall be observed in connection with it as with the first. Normal running shall not be resumed until two Automatic Stop signals showing "**off**" have been passed after a train has stopped at a defective Automatic Stop signal.

280. Precautions on curves or during fog.—When an Automatic Stop signal is found at "**on**", and where owing to curvature of the line, fog, or any other cause, the next Stop signal ahead cannot be seen, the Guard or Fireman shall proceed on foot in advance of the train, and the Driver follow with the train at a walking pace in response to the Guard's or Fireman's signals. The train shall stop to pick up the Guard or Fireman at the point where it can be seen that the line ahead is clear up to the next Stop signal.

C.—Procedure with Automatic Stop signals in "ON" Position.—(Concld.)

281. Driver to report failures.—When under rules 277 to 280 a Driver has passed an Automatic Stop signal at "**on**" he shall stop his train at the next station, and report to the Station Master the signal or signals that have been passed at "**on**".

282. Procedure during failures.—When the failure of an Automatic signal is likely to cause serious delay, trains shall be worked from station to station over the section, or sections concerned, under special instructions. In such case the Driver's authority to proceed shall be in the form of a written permit.

283. Permission to approach during failures.—Before an authority to proceed is issued to a Driver under rule 282, permission to approach shall be obtained from the station in advance by means of the electric speaking instrument. The station in advance shall not give permission for a train to approach, unless the previous train has arrived complete, and the line at that station is clear not only up to the first Stop signal but for an adequate distance beyond it.

CHAPTER XII.

THE SECTION CLEAR SYSTEM.

284. Essentials and application of the Section Clear system.—(*a*) Where trains are worked on the Section Clear system,—

(*i*) no train shall leave a Block station unless permission to approach has been received from the Block station in advance, and

(*ii*) such permission shall not be given unless the line is clear up to the first Stop signal of that station.

(*b*) The said system is applicable only to Class B stations ; and to single lines only, unless otherwise authorised by approved special instructions.

Class B Stations—Single line.

285. Conditions under which permission to approach may be given.—The line shall not be considered clear, and permission to approach shall not be given, unless—

(*a*) the whole of the last preceding train has either passed inside the facing points or arrived at the place at which trains usually come to a stand,

(*b*) the Outer signal has been put back to "**on**" behind the said train, and

(*c*) the line is clear up to the Outer signal.

286. Obstruction between the Outer signals.—(*a*) Shunting shall not be carried on between the Outer signals, unless—

(*i*) the said signals are kept at "**on**", and

Class B Stations—Single Line.—(Concld.)

(*ii*) after permission to approach has been given for a train, the line between the facing points and the Outer signal, in the direction from which the train will approach, is cleared not less than fifteen minutes before the expected arrival of the train, and is kept clear until the train has arrived, or until it has been brought to a stand at the Outer signal.

(*b*) Subject to the provisions of sub-rule (*a*), (*ii*) the line shall not be obstructed between the facing points and the Outer signal in face of an approaching train after intimation has been received that such train has entered the Block section, unless—

(*i*) the weather is clear ;

(*ii*) the time allowed for the run of the train is more than twenty minutes ;

(*iii*) the Station Master has personally satisfied himself that the Outer signal is clearly showing "danger" in the direction of the approaching train, and

(*iv*) if the train has arrived at the Outer signal, the Station Master has personally satisfied himself that the train has been brought to a dead stand at that signal.

287. Obstruction outside the Outer signal.—The line outside the Outer signal shall not be obstructed unless the line has been blocked back.

CHAPTER XIII.

THE FOLLOWING TRAINS SYSTEM.

288. Essentials of the Following Trains system.—Where trains are worked on the Following Trains system, they may be despatched from one station to the next, following each other in succession in the same direction on the same line at such intervals of time as may be prescribed by special instructions, until it has been mutually arranged by telegraph between the Station Masters at either end of the Block section that such succession is to cease.

289. Introduction of the Following Trains system.—The Following Trains system may, notwithstanding anything contained in rule 236 be introduced in case of emergency when specially ordered by the authorised officer.

290. Conditions precedent to working of trains on the Following Trains system.—Trains shall not be worked on the Following Trains system unless the Station Master of the Block station in advance has telegraphed his readiness to receive the trains, and has given his assurance that no train will be allowed to leave his station for the station from which the Following Trains are to be despatched, until the latter have all arrived at his station and until he has received permission to despatch trains in the opposite direction.

291. Conditions to be observed in working trains.—When the Following Trains system is adopted, the following conditions shall be observed, namely :—

(*a*) no train shall start until the Driver has been given a written authority to proceed and a written acknowledgment thereof has been obtained from him, the train being stopped for the purpose, if not booked to stop ;

(*b*) the authority to proceed shall state the time of the actual departure of the preceding train, the place at which it is next to stop, and the speed at which it is to run ;

(*c*) the Driver and Guard of each preceding train shall have been informed of the fact that a train will follow, and of the probable period which will elapse before the following train will start ;

(*d*) a train shall not follow another from a station unless there has elapsed since the departure of the previous train, an interval of not less than fifteen minutes, or such shorter interval as may be fixed by special instructions ;

(*e*) all the trains shall be timed to run at the same speed, and such speed shall not exceed fifteen miles an hour, except under special instructions ;

(*f*) no shunting shall be carried on between the Outer signal and the facing points while following trains are approaching ;

(*g*) the actual time of the departure of each train shall at once be intimated by telegraph to the Block station in advance, and the actual time of arrival of each train shall at once be intimated to the Block station in rear, and

(*h*) the number of following trains running at the same time between any two Block stations shall not be more than one for each three miles of station interval ; and, unless permitted by special instructions, shall never exceed four, whatever may be the length of the station interval.

292. Report of orders and special instructions.—When any order is given under rule 289 and when any special instructions are issued under rule 291, the same shall immediately be reported by telegram to the Government Inspector.

293. Delivery of authority to proceed to Driver or Guard.

(*a*) Every authority to proceed shall be delivered to the Guard or Driver by the Station Master, or by some railway servant appointed in this behalf under special instructions.

(*b*) When such authority to proceed is delivered to the Driver under sub-rule (*a*) a duplicate shall be given to the Guard.

(*c*) When an authority to proceed is delivered to the Guard under sub-rule (*a*) it shall be either—

(*i*) handed personally by the Guard to the Driver ; or

(*ii*) countersigned by the Guard, and then handed to the Driver either by the Station Master or by some railway servant appointed in this behalf by special instructions.

(*d*) An authority to proceed shall not be handed to the Driver under sub-rule (*b*) or (*c*)—

(*i*) until the train is nearly ready to start ; or

(*ii*) if the train is waiting to pass another train—until the whole of the latter train has come in and is clear of the running line for the former train.

294. Responsibilities as to proper preparation of authority to proceed.—(*a*) When an authority to proceed is delivered to the Driver under sub-rule (*a*) of rule 293 the Station Master shall see—

(*i*) that it is properly filled up ;

(*ii*) that the date and time of the receipt of the "line clear" or "caution" telegram upon which it is based are noted thereon ;

(*iii*) that it applies to the particular train to which such telegram refers, and

(*iv*) that it is signed in full and in ink.

(*b*) When the authority to proceed is delivered to the Driver under rule 293 (*a*), he shall satisfy himself, so far as he may be able to do so, on the several points mentioned in sub-rule (*a*) of this rule, and if he finds that any of them are not complied with he shall not proceed with his train until the mistake or omission is rectified.

(*c*) When an authority to proceed is delivered to the Guard in charge of the train under sub-rule (*c*) of rule 293, he shall, before it is handed to the Driver, satisfy himself on the several points mentioned in sub-rule (*a*) of this rule.

295. Obstruction in face of approaching train followed by another train.—The line shall not be obstructed outside the facing points in face of an approaching train followed by another train for which permission to approach has been given.

296. Cessation of working on the Following Trains system.—When it is intended that no more Following Trains shall be despatched in the same direction the Station Master shall intimate such intention by telegraph to the Block station in advance, after which no more trains in either direction shall be despatched between the two stations until the last train has arrived at the Block station in advance and the line has been cleared between the two stations.

CHAPTER XIV.

THE TRAIN-STAFF AND TICKET SYSTEM.

297. Essentials of the Train-staff and Ticket system.—Where trains are worked between two stations on the Train-staff and Ticket system—

(*a*) a single train-staff shall be kept at one of such stations, and

(*b*) no train shall start from either of such stations to the other unless the said Train-staff is at the station from which the train starts and has either been handed to or shown to the Driver by the Station Master when giving such permission.

298. System where applicable.—Trains may be worked on the Train-staff and Ticket system only when the line is single and only between such stations as have been declared by special instructions to be Train-staff stations.

299. General conditions.—Trains shall not follow one another in the same direction between Train-staff stations, unless

(*a*) the Driver has been properly warned of the time of departure of the preceding train and of the place at which it will next stop,

(*b*) in the case of a passenger train to follow a goods train, or a goods train to follow a slow passenger train, an interval of fifteen minutes has elapsed since the departure of the preceding train, or, if the distance to the next station in advance exceeds ten miles, such longer interval as is prescribed by special instructions, and

(*c*) in any other case, either—

(*i*) it has been ascertained that the preceding train has arrived at the next station in advance, or

(*ii*) an interval of ten minutes has elapsed since the departure of the preceding train.

300. Driver to have Train-staff or Train-staff Ticket.—No train shall be started from a station unless the Driver has in his possession to be carried with him on the journey, either the Train-staff or a Train-staff Ticket, for the section of the line over which the train is about to travel.

301. Train-staff or Train-staff Ticket; by whom to be delivered to Driver.—The Train-staff or Train-staff Ticket shall be delivered to the Driver by the Station Master or by some railway servant appointed in this behalf by special instructions.

302. Train-staff or Train-staff Ticket; when to be delivered to Driver.—(*a*) When no other train is intended to follow before the Train-staff will be required for a train running in the opposite direction, then, subject to the provisions of Sub-rule (*c*), the Train-staff shall be delivered to the Driver.

(*b*) When other trains are intended to follow before the Train-staff can be returned, then subject to the provisions of sub-rule (*c*), a Train-staff Ticket indicating that the Train-staff is following, shall be delivered to the Driver of each train except the last; and the Train-staff shall be delivered to the Driver of the last train.

(*c*) When a train is assisted by a second engine in the rear, a Train-staff Ticket shall be delivered to the Driver of the front engine and the Train-staff shall be delivered to the Driver of the rear engine:

Provided that if both the engines attached to the train are to travel over the entire length of line to which the Train-staff applies, and the train is to be followed by other trains, a Train-staff Ticket shall be delivered to the Driver of each of the engines attached to the first mentioned train.

(*d*) When a train is assisted by a second engine in the front, the Train-staff or a Train-staff Ticket, as the case may be, shall be delivered to the Driver of the leading engine.

(*e*) When a ballast train has to stop between stations the Train-staff shall be delivered to the Driver.

(*f*) The Train-staff or a Train-staff Ticket shall not be delivered to the Driver of any train until the train is ready to start.

(*g*) The Driver shall not accept a Train-staff Ticket unless he sees the Train-staff at the same time in the possession of the person who delivers the Train-staff Ticket to him.

303. Train-staff to be kept on engine.—When the Train-staff is delivered to the Driver of a train, he shall place it in a conspicuous place provided for the purpose on the engine.

304. Trains not to be started until Train-staff returned.—When the Train-staff has been taken away from a station by the Driver of a train no other train shall be started from that station to follow the first-mentioned train until the Train-staff has been returned to the station.

305. Train-staff or Train-staff Ticket to be given up and Ticket to be cancelled on arrival of train.—(*a*) Upon the arrival of a train at the station to which the Train-staff or a Train-staff Ticket extends, the Driver shall immediately give the Train-staff or Train-staff Ticket to the Station Master, or to some railway servant appointed by special instruction to receive it.

(*b*) The person to whom any such Train-staff Ticket is so delivered shall immediately cancel the same.

306. Procedure when engine is disabled.—(*a*) If an engine which carries the Train-staff breaks down between two stations, the Fireman shall take the Train-staff to the Staff-station in the direction whence assistance can best be obtained, in order that the Train-staff may be available at that station for delivery to the Driver of the assisting engine.

(*b*) If an engine which carries a Train-staff Ticket breaks down between two stations, assistance shall ordinarily be obtained only from the station at which the Train-staff has been left; but if assistance can more readily be obtained from another station in the opposite direction, immediate steps shall be taken to have the Train-staff transferred to the other end of the section.

(*c*) Whenever an engine has broken down between two stations, the Fireman shall accompany the assisting engine to the spot.

307. Train-staff Tickets; how kept.—Train-staff Tickets shall be kept in a ticket-box provided for the

purpose and fastened by an inside spring, the key to open the box being the Train-staff to which the tickets apply.

308. Train-staff; how kept. — The Train-staff, when at a station, shall not be left in the box but shall be kept by the Station Master in safe custody.

309. Distinguishing marks on Train-staff Tickets and boxes.—(*a*) Each Train-staff shall have shown upon it the name of the Train-staff station at each end of the portion of line to which it applies.

(*b*) The Train-staff and Train-staff Tickets and boxes for the different portions of the line shall be distinguished by different colours.

(*c*) "Up" and "Down" Train-staff Tickets shall also have distinguishing marks.

310. Form of Train-staff Ticket.—Every Train-staff Ticket shall be in the following form:—

"Ticket No ——Railway

TRAIN-STAFF TICKET

Down (or Up).

Train No.
--- h. m. From to

To Driver and Guard.

You are authorised to proceed from

————————————————

to

————————————————

and the Train-staff will follow.

Train No. —- in front left h. ——m.

Signed ——————
Station Master at ———
Date ———

(Back of Ticket.)

The Driver shall not accept this ticket unless he sees the Train-staff for the portion of line which he is about to enter.

This ticket shall be given up by the Driver, immediately on arrival, to the Station Master or other person authorised to receive it, and such person shall immediately cancel it."

311. Record of Train-staff Tickets issued.—The Station Master shall keep a record in a book of each Train-staff Ticket issued, showing the number of each ticket and the particular train for which it was issued.

312. Obstruction outside the Home signal.—The line outside the Home signal shall not be obstructed unless the Train-staff of the portion of the line to be obstructed is at the station

CHAPTER XV.

THE PILOT GUARD SYSTEM.

313. Essentials of the Pilot Guard system.—Where trains are worked on the Pilot Guard system,—

(*a*) a railway servant (hereinafter called a Pilot Guard) shall be specially deputed to pilot trains, and

(*b*) no train shall leave a station except under the personal authority of the Pilot Guard.

314. System where applicable.—Trains may be worked on the Pilot Guard system—

(*a*) on short single line branches, or

(*b*) on lines to which the application of the system is authorised by special instructions.

315. General conditions.—Trains shall not follow one another in the same direction between stations, except under the conditions prescribed in rule 299.

316. Pilot Guard's dress or badge.—The Pilot Guard shall be distinguished by a red dress or badge.

317. Pilot Guard to accompany train or give authority to proceed.—(*a*) No train shall be started from a station unless the Driver sees that it is accompanied by, or that the authority to proceed is given personally by the Pilot Guard wearing the dress or badge prescribed in rule 316.

(*b*) The Pilot Guard shall accompany every train :

Provided that, when it is necessary to start two or more trains from one end of the line before a train has to be started from the other end, the Pilot Guard shall accompany only the last of such trains, and shall personally give the authority to proceed for the preceding trains.

(*c*) When accompanying a train, the Pilot Guard shall ride on the foot-plate of the engine.

318. Pilot Guard's tickets.—(*a*) When the Pilot Guard does not accompany a train, he shall deliver to the Guard in charge (or, if there be no Guard in charge, to the Driver) a Pilot Guard's ticket on a printed form properly filled up and signed in ink, or some other indelible substance, as the authority to proceed.

(*b*) Every such ticket shall apply only to the single journey to the station named on it.

(*c*) If the train is in charge of a Guard, he shall, before the train is started, deliver the ticket to the Driver.

(*d*) Immediately on the arrival of the train, the Driver shall deliver the ticket to the Station Master, who shall at once cancel it.

CHAPTER XVI.

THE ONE ENGINE ONLY SYSTEM.

319. Essentials of the One Engine Only system.—Where trains are worked on the One Engine Only system, only one engine in steam, or two or more engines coupled together, shall be on the line at one and the same time.

320. Application of the One Engine Only system.—Trains may be worked on the One Engine Only system, only on short single line branches.

321. Procedure in case of accident.—(*a*) If a train becomes disabled and requires assistance, or if an accident occurs which renders it impossible for the engine (or, if two or more engines are coupled together, for either or both of such engines) to proceed, the Guard in charge of the train shall instruct the Driver to keep the engine stationary until his return, and shall then proceed to the station from which assistance can best be obtained and inform the Station Master thereof of the circumstance.

(*b*) Such Station Master may then allow another engine to enter the line.

(*c*) Such other engine shall be accompanied by the Guard in charge of the disabled train, who shall explain to the Driver where, and under what circumstances, the disabled train is situated.

(*d*) Such Guard shall be responsible for the safe and proper working of the line until each engine has left it and it is again clear.

(*e*) If there be no Guard in charge of the disabled train, the Fireman, or, if necessary, the Driver, shall perform the duties imposed by this rule on the Guard.

CHAPTER XVII.

USE OF ELECTRICAL INSTRUMENTS ON DOUBLE LINES.

A.—General Provisions.

Note.—A description of and instructions for working electrical instruments on double lines are to be found in "the Block Working Manual."

322. Means of working.—Trains may be worked by means of—

(*a*) electric block instruments; or

(*b*) electric speaking instruments.

323. Provision of instruments.—(*a*) Electric speaking instruments shall be provided at every station except Class D stations.

(*b*) The electric block instruments (where provided) and electric speaking instruments at any station shall be of a type approved by the Government Inspector.

324. Authority to proceed.—The Driver shall not take his train from a Block station unless he has been given an authority to proceed by the taking "**off**" of the last Stop signal of the station.

S. R. 324.—*Starting order.*—At stations where there is only one Starting signal governing the departure of Goods trains from different lines and also at stations where no siding Starter is provided, a Starting Order on the prescribed Forms T. 721 (for Broad gauge) and T. 721A (for Metre Gauge) shall be issued to the Driver as an authority for moving his train from the line on which it is standing.

325. Caution order.—(*a*) Whenever, in consequence of the line being under repair or for any other reason, special precautions are necessary, a Caution Order detailing the mileages between which such precautions

A.—General Provisions.—(Concld.)

are necessary, the reasons for taking such precautions, and the speed at which a train shall travel, shall be handed to the Driver at the stopping station immediately short of the place where such precautions are necessary or at such stations as may be prescribed by the authorised officer.

(*b*) Sub-rule (*a*) does not apply in the case of long continued repairs when fixed signals are provided at an adequate distance short of such place and have been notified by the Operating or Traffic Department to the running staff concerned.

(*c*) The Caution Order referred to in sub-rule (*a*) shall be on green paper, both faces being green, and be made out and signed in full, in ink.

S. R. 325—Rules with regard to the issue and delivery of Caution Orders (Form T. 550) will be found in Appendix A.

B.—Stations at which Electrical Block Instruments are provided.

326. Signalling of trains.—Every train shall, in its progress from Block station to Block station, be signalled on the electric block instruments.

327. Certificate of competency.—(*a*) No person shall operate the block instruments until he has passed a satisfactory examination, and unless he holds a certificate of competency granted by a railway servant appointed in this behalf by the Railway Administration.

(*b*) The certificate of competency referred to in clause (*a*) shall only be valid for a period of three years or such longer period as may be laid down by special instructions.

328. Bell code.—Except under approved special instructions, the following uniform Bell Code shall be used, and a copy thereof shall be hung up in each station adjacent to the block instruments :—

B.—Stations at which Electrical Block Instruments are provided.— (Contd.)

DOUBLE LINE BLOCK INSTRUMENTS.

12 **Code of Bell signals.**—The following Code of Signals shall be used, and each signal given slowly and distinctly :—

Reference No.	Indication.	Code.	How signalled.	How acknowledged.
1	**Call Attention**	●	One stroke or beat.	One stroke.
2	**Is Line Clear or Line Clear Enquiry.**			
	for (*a*) Mail train .. ... „ (*b*) Postal Express .. ... „ (*c*) Express, Passenger or Troop train „ (*d*) Relief train, or Engine going to accident. „ (*e*) Inspection Special going through..	●●	Two ...	Two ; and sending Line Clear.
	„ (*f*) Ordinary Passenger .. ... „ (*g*) Mixed train	●●—●	Two *pause* one.	Two *pause* one ; and sending Line Clear.
	„ (*h*) Through Goods .. ... „ (*i*) Ballast train going through .. „ (*j*) Relief train returning from accident	●●—●●	Two *pause* two.	Two *pause* two ; and sending Line Clear.

B.—Stations at which Electrical Block Instruments are provided.—(Contd.)

DOUBLE LINE BLOCK INSTRUMENTS.

12A **Code of Bell signals.**—The following Code of Signals shall be used, and each signal given slowly and distinctly.—(*Contd.*)

Reference No.	Indication	Code.	How signalled.	How acknowledged.
	for (*k*) Van Goods. Pick-up. or Working train.	●●—●●●	Two *pause* three.	Two *pause* three; and sending Line Clear.
	,, (*l*) Ballast train stopping in Section ..	●●—●●●●	Two *pause* four.	Two *pause* four; and sending Line Clear.
	,, (*m*) Inspection train stopping in Section			
	,, (*n*) Light Engine or Coupled Light Engines.	●●—●●●●●	Two *pause* five.	Two *pause* five; and sending Line Clear.
	,, (*o*) Remount Special train ..	●●—●●●●●●	Two *pause* six.	Two *pause* six; and sending Line Clear.
	,, (*p*) Cattle Special ..			
	,, (*q*) Express Goods . ..	●●—●●●—●	Two *pause* three *pause* one.	Two *pause* three *pause* one; and sending Line Clear

B.—Stations at which Electrical Block Instruments are provided.—(Contd.)

DOUBLE LINE BLOCK INSTRUMENTS.

Code of Bell signals.—The following Code of Signals shall be used, and each signal given slowly and distinctly.—*(Contd.)* :—

Reference No.	Indication.	Code.	How signalled.	How acknowledged.
3	(*a*) **Train Entering Section** ..	●●●	Three ...	Three ; and sending Train on Line.
	(*b*) Train Entering Section to shunt for following train to pass.	●●●—●	Three *pause* one.	Three *pause* one ; and sending Train on Line.
	(*c*) Train Entering Section for Branch ..	●●●—●●	Three *pause* two.	Three *pause* two ; and sending Train on Line.
	(*d*) Train Entering Section with engine in rear.	●●●—●●●	Three *pause* three.	Three *pause* three ; and sending Train on Line.
4	(*a*) **Train out of Section**	●●●●	Four ...	Four.
	(*b*) Obstruction removed	●●●●	Four ...	Four.

B.—Stations at which Electrical Block Instruments are provided.—(Contd.)

DOUBLE LINE BLOCK INSTRUMENTS.

Code of Bell signals.—The following Code of Signals shall be used, and each signal given slowly and distinctly.—(*Contd.*)

Reference No.	Indications.	Code.	How signalled.	How acknowledged.
5	(*a*) **Cancel Last Signal** .. ... (*b*) Signal given in error	●●●●●	Five ...	Five.
6	(*a*) **Obstruction Danger Signal** (general)	●●●●●●	Six ...	Six.
	(*b*) Stop and Examine Train.. ..	●●●●●●—●	Six *pause* one	Six *pause* one.
	(*c*) Train passed without Tail-Lamp or Tail-Board.	●●●●●●—●●	Six *pause* two	Six *pause* two.
	(*d*) Train divided	●●●●●●—●●●	Six *pause* three.	Six *pause* three.
	(*e*) Vehicles running away on *Wrong* Line	●●●●●●—●●●●	Six *pause* four	Six *pause* four.
	(*f*) Vehicles running away on *Right* Line	●●●●●●—●●●●●	Six *pause* five.	Six *pause* five.
7	**Testing Signals**	●●●●●●●●●●●●●●●●	Sixteen ...	Sixteen.

B.—Stations at which Electrical Block Instruments are provided.—(Contd.)

329. Acknowledgment of signals.—(*a*) Each signal received shall be acknowledged by the sending of its authorised acknowledgment.

(*b*) No signal shall be acknowledged until it is clearly understood.

(*c*) A signal shall not be deemed to be complete until it is acknowledged.

(*d*) Should the station to which a signal is sent not reply, the signal shall be repeated at intervals of not less than twenty seconds until the reply is received.

330. Train Register book.—(*a*) A Train Register Book shall be kept by the Station Master or under his orders.

(*b*) The person who keeps the said book shall enter therein,—

(*i*) immediately after acknowledgment, all signals received or sent on the block instruments, and the times of receipt and despatch ; and

(*ii*) every instance of a train being shunted at a station for another train to pass.

(*c*) The times entered in the book shall be the actual times, except that any fraction of a minute shall be counted as one minute.

(*d*) All entries in the book shall be made in ink.

(*e*) No erasure shall be made in the book ; but if any entry is found to be incorrect, a line shall be drawn lightly through it, so that it may be read at any time, and the correct entry shall be made above it.

(*f*) The person who keeps the book shall be responsible for all entries made therein and for correctly filling in each column thereof.

S. R. 330—(*a*) The Station Master, who makes any entry for a train, shall continue on duty till all entries affecting that train are completed By this is meant that the man who gives permission for a train to enter the Block section shall remain on duty till the train has arrived and the "Train out of Section" signal has been given and acknowledged. The man who receives permission for a train to enter the Block section shall remain on duty till the "Train out of Section" signal is received and acknowledged.

B.—Stations at which Electrical Block Instruments are provided.—(Contd.)

(*b*) A line shall be drawn right across the Train Signal Register whenever a Station Master changes duty, and the outgoing Station Master shall sign his name legibly and enter the time above the line, and the Station Master coming on duty shall do the same below the line.

(*c*) In the case of a train working on the line, sub-rule (*a*) need not be observed but the entry in the Train Signal Register shall be initialled by both men. An entry shall also be made in the Diary and initialled by both men.

331. The "Attention" signal.—The "Attention" signal shall be given when it is necessary to direct attention to the Block instrument, and before the despatch of the "Is Line Clear" signal.

332. The "Is Line Clear" signal: when to be sent.—(*a*) In order to ascertain whether the Block station in advance is in a position to give permission to approach to the station in rear, and in order to describe the train, the "Is Line Clear" signal (as in the Bell Code, according to the description of train) shall be sent to the Block station in advance.

(*b*) The "Is Line Clear" signal shall not be given until the "Train out of Section" signal has been received for the last preceding train.

333. Acceptance of the "Is Line Clear" signal, and sending of a "Line Clear" signal.—(*a*) If, on the receipt of an "Is Line Clear" signal, the conditions under which permission to approach can be given are complied with, the Block station in advance shall accept the signal by sending the signal prescribed by special instructions to indicate "Line Clear" on the particular block instruments in use.

(*b*) Except in case of failure of the block instruments, a train shall not be allowed to leave a Block station unless the instrument for the Block section into which it is about to proceed shows Line Clear.

(*c*) When Line Clear is so shown the last Stop signal applying to the train may be taken "**off**" to allow the train to proceed.

B.—Stations at which Electrical Block Instruments are provided.—(Contd.)

334. Refusal of the "Is Line Clear" signal, and sending of the "Obstruction Danger" signal.—(*a*) If, by reason of the line being blocked by the presence of a train in the Block section, or for any other reason, the station in advance is unable to accept the "Is Line Clear" signal, such station shall refuse it by sending the "Obstruction Danger" signal.

(*b*) If the Block station in advance does not accept the "Is Line Clear" signal, the train shall be stopped at the station and shall not be allowed to leave it until a fresh "Is Line Clear" signal has been given to, and accepted by, the Block station in advance.

335. The "Train Entering Section" signal.—(*a*) On the departure of a train from a Block station, the "Train Entering Section" signal shall be sent to the Block station in advance, and be duly acknowledged.

(*b*) When so acknowledged, the Block section shall be deemed to be blocked against any other train following.

336. The "Train Out of Section or Obstruction Removed" signal—(*a*) On the arrival of a train, or on the removal of the cause which blocked the section, the "Train Out of Section or Obstruction Removed" signal shall be given by the Block station in advance.

(*b*) Before the "Train Out of Section" signal is given, the Station Master shall—

(*i*) satisfy himself that the train has arrived complete ; and

(*ii*) satisfy himself that the conditions under which permission to approach may be given are complied with.

337. The "Cancelling" signal.—(*a*) The "Cancelling" signal cancels the last signal given from the Block station from which it is sent.

(*b*) Where an "Is Line Clear" signal has been forwarded, and it is afterwards found that the train to which it referred has to be detained for shunting or other purposes at, or has returned to the Block station from which that signal was sent, the "Cancelling" signal shall be sent to the Block station in advance, so that the previous signal may be cancelled.

B.—Stations at which Electrical Blo· Instruments are provided.—(Concld.)

338. The "Testing" signal.—The "Testing" signal shall be used only for the purpose of testing the instruments.

339. Failure of block instruments.—(*a*) If the block instruments or their electric connections fail, permission to approach shall be obtained through the electric speaking instruments.

(*b*) When a permission to approach has been so obtained, an entry to that effect shall be made in the Train Register Book, and the train may then be allowed to proceed.

C.—Block Stations at which Electrical Block Instruments are not provided.

340. Transmission of signals.—The signals referred to in rules 328, 329 and 332 to 337 (both inclusive), or such modifications thereof as may be prescribed by special instructions shall be transmitted, as occasion may require, on the electric speaking instruments.

341. Forms for messages.—(*a*) All messages despatched in connection with the working of trains shall be written on forms specially provided for the purpose by the Railway Administration.

(*b*) Such forms shall be bound up in books and kept at each station by the Station Master, or by some railway servant appointed in this behalf by special instructions.

342. Distinction of messages.—(*a*) Every message despatched in connection with the working of a train shall distinctly describe the train to which it relates.

(*b*) For every train a separate inquiry and reply shall be sent.

343. Writing and signing of messages.—(*a*) All messages despatched in connection with the working of trains shall be written up in ink and signed by the person authorised to despatch or issue the same.

(*b*) No message shall be written out, either in full or in part, or signed, until necessary.

C.—Block Stations at which Electrical Block Instruments are not provided.—(Concld.)

344. Completion of messages.—No part of any message shall be despatched or acted upon until the whole message has been written out, except with a view to the prevention of an accident, or in some other case of emergency.

345. Preservation of messages.—Messages shall be destroyed at such time after issue as may be prescribed by special instructions:

Provided that no message shall be destroyed before one month after issue.

CHAPTER XVIII.

USE OF ELECTRICAL INSTRUMENTS ON SINGLE LINES.

A.—General Provisions.

Note. A description of and instructions for working electrical instruments on single lines are to be found in the Block Working Manual.

346. Application of Chapter.—This Chapter applies only to working on any of the following systems, namely :—

(*a*) Absolute Block,

(*b*) Section Clear, and

(*c*) Following Trains.

S. R. 346.—On the East Indian Railway the only system of working in force is the Absolute Block System.

347. Means of working.—Trains may be worked by means of—

(*a*) electric token instruments, of such construction that only one of the tokens applying to the same Block section can be in use at the same time, in conjunction with telephone or electric speaking instruments,

(*b*) electric block instruments, or

(*c*) electric speaking instruments.

A.—General Provisions—(Contd.)

348. Provision of instruments.—(*a*) Electric speaking instruments shall be provided at every station, except class D stations.

(*b*) The electric token or block instruments where provided and electric speaking instruments at any station shall be of a type approved by the Government Inspector.

**B.—Stations at which Electric Token or Block Instruments are provided.*

349. Signalling of trains.—Every running train shall, in its progress from Block station to Block station, be signalled on the electric block instruments.

350. Certificate of competency.—(*a*) No person shall operate the token instruments or the block instruments until he has passed a satisfactory examination, and unless he holds a certificate of competency granted by a railway servant appointed in this behalf by the Railway Administration.

(*b*) The certificate of competency referred to in sub-rule (*a*) shall only be valid for a period of three years or such longer period as may be laid down by special instructions.

351. Bell Code.—Except under approved special instructions the following uniform Bell Code shall be used, and a copy thereof shall be hung up in each station adjacent to the instruments :—

B.—Stations at which Electric Token or Block Instruments are provided.—(Contd.)

SINGLE LINE TOKEN OR BLOCK INSTRUMENTS.

Code of Bell signals.—The following Code of signals shall be used, and each signal be given slowly and distinctly :—

Reference No.	Indication.	Code.	How signalled.	How acknowledged.
1	**Call Attention**	●	One stroke or beat.	One stroke.
2	**Is Line Clear, or Line Clear Enquiry** for (*a*) Mail train .. ... ,, (*b*) Postal Express .. ... ,, (*c*) Express Passenger or Troop train.. ,, (*d*) Relief train, or Engine going to accident. ,, (*e*) Inspection Special going through...	●●	Two ...	Two.
	,, (*f*) Ordinary Passenger .. .. ,, (*g*) Mixed train	●●—●	Two *pause* one.	Two *pause* one.
	,, (*h*) Through Goods .. ... ,, (*i*) Ballast train going through .. ,, (*j*) Relief train returning from accident	●●—●●	Two *pause* two.	Two *pause* two.

B.—Stations at which Electric Token or Block Instruments are provided.—(Contd.)

SINGLE LINE TOKEN OR BLOCK INSTRUMENTS:

Code of Bell signals.—The following Code of signals shall be used, and each signal be given slowly and distinctly.—(*Contd.*):—

Reference No.	Indication.	Code.	How signalled.	How acknowledged.
2 *contd.*	for (*k*) Van Goods, Pick-up, or Working train.	●●—●●●	Two *pause* three.	Two *pause* three.
	„ (*l*) Ballast train stopping in Section .. „ (*m*) Inspection train stopping in Section	●●—●●●●	Two *pause* four.	Two *pause* four.
	„ (*n*) Light Engine or Coupled Light Engines.	●●—●●●●●	Two *pause* five.	Two *pause* five.
	„ (*o*) Remount Special train .. „ (*p*) Cattle Special	●●—●●●●●●	Two *pause* six.	Two *pause* six.
	„ (*q*) Express Goods	●●—●●●—●	Two *pause* three *pause* one.	Two *pause* three *pause* one.

B.—Stations at which Electric Token or Block Instruments are provided.—(Contd.)

SINGLE LINE TOKEN OR BLOCK INSTRUMENTS.

Code of Bell signals.—The following Code of signals shall be used, and each signal be given slowly and distinctly.—(*Contd.*) :—

Reference No.	Indication.	Code.	How signalled.	How acknowledged.
3	(*a*) **Train Entering Section** ..	●●●	Three ..	Three beats.
	(*b*) Train Entering Section to shunt for following train to pass.	●●●—●	Three *pause* one.	Three *pause* one.
	(*c*) Train Entering Section for Branch ..	●●●—●●	Three *pause* two.	Three *pause* two.
	(*d*) Train Entering Section with engine in rear.	●●●—●●●	Three *pause* three.	Three *pause* three.
4	(*a*) **Train out of Section** .. .. (*b*) Obstruction removed	●●●●	Four ...	Four.

B.—Stations at which Electric Token or Block Instruments are provided.—(Contd.)

SINGLE LINE TOKEN OR BLOCK INSTRUMENTS.

Code of Bell signals.—The following Code of signals shall be used, and each signal be given slowly and distinctly.—(*Concld.*) :—

Reference No.	Indication.	Code.	How signalled.	How acknowledged.
5	(*a*) **Cancel Last Signal** ...	●●●●●	Five ...	Five.
	(*b*) Signal given in error ...			
6	(*a*) **Obstruction Danger Signal** (general)	●●●●●●	Six ...	Six.
	(*b*) Stop and Examine Train ..	●●●●●●—●	Six *pause* one	Six *pause* one.
	(*c*) Train passed without Tail-Lamp or Tail-Board.	●●●●●●—●●	Six *pause* two	Six *pause* two.
	(*d*) Train divided	●●●●●●—●●●	Six *pause* three.	Six *pause* three.
	(*e*) Vehicles running away *on Wrong* Line	●●●●●●—●●●●	Six *pause* four	Six *pause* four.
7	**Testing Signals**	●●●●●●●●●●●●●●●●	Sixteen ...	Sixteen.

B.—Stations at which Electric Token or Block Instruments are provided.—(Contd.)

352. Acknowledgment of signals.—(*a*) Each signal received shall be acknowledged by the sending of its authorised acknowledgment.

(*b*) No signal shall be acknowledged until it is clearly understood.

(*c*) A signal shall not be deemed to be complete until it is acknowledged.

(*d*) Should the station to which a signal is sent not reply, the signal shall be repeated at intervals of not less than twenty seconds until the reply is received.

353. Train Register book.—(*a*) A Train Register book shall be kept by the Station Master or under his orders.

(*b*) The person who keeps the said book, shall enter therein, immediately after acknowledgment, all signals received or sent on the instruments, and the times of receipt and despatch.

(*c*) The times entered in the book shall be the actual times, except that any fraction of a minute shall be counted as one minute.

(*d*) All entries in the book shall be made in ink.

(*e*) No erasure shall be made in the book ; but if any entry is found to be incorrect, a line shall be drawn lightly through it, so that it may be read at any time, and the correct entry shall be made above it.

(*f*) The person who keeps the book shall be responsible for all entries made therein and for correctly filling in each column thereof.

S. R. 353. (*a*)—The Station Master, who makes any entry for a train, shall continue on duty till all entries affecting that train are completed. By this is meant that the man who gives permission for a train to enter the Block section shall remain on duty till the train has arrived and the "Train out of Section" signal has been given and acknowledged. The man who receives permission for a train to enter the Block section shall remain on duty till the "Train out of Section," signal is received and acknowledged.

B.—Stations at which Electric Token or Block Instruments are provided.—(Contd.)

(*b*) A line shall be drawn right across the Train Signal Register whenever a Station Master changes duty, and the out going Station Master shall sign his name legibly and enter the time above the line, and the Station Master coming on duty shall do the same below the line.

(*c*) In the case of a train working on the line, sub-rule (*a*) need not be observed but the entry in the Train Signal Register shall be initialled by both men. An entry shall also be made in the Diary and initialled by both men.

354. The "Attention" signal.—The "Attention" signal shall be given when it is necessary to direct attention to the block instrument, and before the despatch of the "Is Line Clear" signal.

355. The "Is Line Clear" signal : when to be sent.—(*a*) In order to ascertain whether the Block station in advance is in a position to give permission to approach to the Block station in rear, and in order to describe the train, the "Is Line Clear" signal (as in the Bell Code, according to the description of train) shall be sent to the Block station in advance.

(*b*) The "Is Line Clear" signal shall not be given until the "Train out of Section" signal has been received for the last preceding train.

356. Acceptance of the "Is Line Clear" signal and sending of a "Line Clear" signal.—(*a*) If on the receipt of an "Is Line Clear" signal the conditions under which permission to approach can be given are complied with, the Block station in advance shall accept the signal by sending the signal prescribed by special instructions to indicate "Line Clear" on the particular block instruments in use.

(*b*) Except in case of failure of the block instruments a train shall not be allowed to leave a Block station unless the "Line Clear" signal has been received.

357. Refusal of the "Is Line Clear" signal and sending of the "Obstruction Danger" signal.—(*a*) If, by reason of the line being blocked by the presence of a train in the Block section or by shunting, or for any other

B.—Stations at which Electric Token or Block Instruments are provided.—(Contd.)

reason, the Block station in advance is unable to accept the "Is Line Clear" signal, such station shall refuse it by sending the "Obstruction Danger" signal.

(*b*) If the Block station in advance wishes the train to be detained at the Block station from which the "Is Line Clear" signal is sent, in order to cross a train approaching from the opposite direction, the "Is Line Clear" signal shall be refused by sending the "Obstruction Danger" signal.

(*c*) If the Block station in advance does not accept the "Is Line Clear" signal, the train shall be stopped at the station and shall not be allowed to leave until a fresh "Is Line Clear" signal has been given to and accepted by the Block station in advance.

358. The "Train Entering Section" signal.—(*a*) On the departure of a train from a Block station the "Train Entering Section" signal shall be sent to the Block station in advance and shall be duly acknowledged.

(*b*) When so acknowledged, the Block section shall be deemed to be blocked against any other train.

359. The "Train Out of Section or Obstruction Removed" signal—(*a*). When the Block section is cleared by the arrival of the train or by the removal of the cause of blocking, the "Train Out of Section or Obstruction Removed" signal shall be given by the Block station in advance.

(*b*) Before the "Train Out of Section" signal is given, the Station Master shall—

(*i*) satisfy himself that the train has arrived complete ; and

(*ii*) satisfy himself that the conditions under which permission to approach may be given are complied with.

B.—Stations at which Electric Token or Block Instruments are provided.—(Contd.)

360. The "Cancelling" signal.—(*a*) The "Cancelling" signal cancels the last signal given from the Block station from which it is sent.

(*b*) Where an "Is Line Clear" signal has been forwarded and it is afterwards found that the train to which it referred has to be detained for shunting or other purposes at, or has returned to the Block station from which that signal was sent, the "Cancelling" signal shall be sent to the Block station in advance, so that the previous signal may be cancelled.

361. The "Testing" signal.—The "Testing" signal shall be used only for the purpose of testing the instruments.

362. Driver to have authority to proceed.—The Driver shall not take his train from a Block station unless he has in his possession, as his authority to proceed, either—

(*a*) a Token for the Block section, taken from an electrical instrument, or

(*b*) a Line Clear Ticket duly signed by the Station Master, or

(c) a document prescribed in this behalf by special instructions.

363. Examination by Driver of authority to proceed.—(*a*) The Driver shall see that the authority to proceed is accurate and applies to the Block section which he is about to enter, and, if the said authority is a ticket, that it is complete and is signed in full and in ink.

(*b*) If the conditions mentioned in clause (*a*) are not complied with, the Driver shall not take his train past or from the station until the mistake or the omission is rectified.

364. Authority to proceed : when to be delivered to Driver.—An authority to proceed shall not be delivered to the Driver until the procedure prescribed in the foregoing rules in this Chapter, so far as it is applicable in the particular case, has been followed.

B.—Stations at which Electric Token or Block Instruments are provided.—(Contd.)

365. Token extracted from electrical instruments.—(*a*) When the authority to proceed is a Token taken from electrical instruments, the number of the Token shall be recorded in the Train Register Book.

(*b*) On arrival of the train at the Block station in advance the Driver shall deliver up the Token in accordance with special instructions, and this Token shall then be placed in the instrument at that station.

(*c*) If the train has to return to the Block station from which it started, the Token shall on such return, be re-replaced in the instrument from which it was extracted.

366. Special responsibility of Station Master as to token and token instruments.—The Station Master on duty shall be responsible that—

(*i*) No one but himself operates the block instruments.

(*ii*) In addition to any communication made by telephone or electric speaking instrument and allotment of a private number, the procedure regarding bell signals laid down in rules 351-360 is correctly carried out.

(*iii*) A Token is not taken out of an instrument earlier than necessary, and when taken out is kept in his personal custody till issued to a Driver or returned to the instrument.

(*iv*) Unless Starters interlocked with Token instruments are provided, in case of a stopping train the incoming Token is received by him before an outgoing Token is given to any one to take to a Driver.

(*v*) When he receives the Token of an incoming train, it is put in the instrument immediately.

(*vi*) No one except the person authorised by special instruction opens the block instruments.

B.—Stations at which Electric Token or Block Instruments are provided.—(Contd.)

367. Line Clear ticket.—(*a*) When owing to failure of block instruments the authority to proceed is a Line Clear Ticket, it shall except under special instructions be in the following form :—

Pro. No.______________

________________Railway

Up/Down Line Clear.

No. of Train________

Date__________

Time ______H. M.

From

Station Master

To

Driver of No.____ Up/Down

The line is clear and you are hereby authorised to proceed to ______________

*Private No. __________

Station Master.

*This entry may be omitted or modified to suit the requirements of those Administrations which do not use a private number or which use a "private code" instead.

(*b*) Each such ticket shall bear a serial number which shall be recorded in the Train Register Book, the numbers for the down direction being clearly distinguished from those for the up direction.

(*c*) The ticket referred to in sub-rule (*a*) and (*b*), of this rule shall be coloured as follows :—

(*i*) Down main line line-clear on white paper, plain.

(*ii*) Up main line line-clear on salmon coloured paper with vertical red bands on both faces.

B.—Stations at which Electric Token or Block Instruments are provided.—(Contd.)

(*iii*) Down branch and loop line line-clears on white paper with three black corners on both faces and superscription in the fourth corner distinguishing between "branch" and "loop".

(*iv*) Up branch and loop line line-clears on salmon coloured paper with vertical red bands on both faces, and three black corners on both faces, and superscription in the fourth corner distinguishing between "branch" and "loop".

(*v*) If two branch or loop lines leave from the same end of a station one branch or loop line line-clear will have the three corners blocked in on both faces as in clause (*iii*) or (*iv*), the blocks being in the form of black triangles. The other branch or loop line line-clear will have black circles in the three corresponding corners on both faces.

If there are more than two branch or loop lines, line-clears of the remaining branches or loops shall be distinguished by a large initial letter in a thick circle in corresponding corners on both faces.

368. Caution order.—(*a*) Whenever, in consequence of the line being under repair or for any other reason, special precautions are necessary, a Caution Order detailing the mileages between which such precautions are necessary, the reasons for taking such precautions, and the speed at which the train shall travel shall in addition to the Token mentioned in rule 362(*a*), or the Line Clear Ticket mentioned in rule 362(*b*), be handed to the Driver at the stopping station immediately short of the place where such precautions are needed, or at such station as may be prescribed by the authorised officer.

(*b*) Sub-rule (*a*) shall not apply in the case of long continued repairs when Fixed signals are provided at an adequate distance short of such place and have been notified by the Operating or Traffic Department to the running staff concerned.

B.—Stations at which Electric Token or Block Instruments are provided.—(Contd.)

(c) The Caution Order referred to in sub-rule (a) shall be on green paper, both faces being green, and be made out and signed in full, in ink.

S. R. 368.—Rules with regard to issue and delivery of Caution Order (Form T. 550) will be found in Appendix A.

369. Responsibility of Station Master as to authority to proceed.—The Station Master shall see that the authority to proceed delivered to a Driver is accurate, and that, when it is in writing, it is complete and is signed in full, and in ink.

370. Authority to proceed : when to be delivered to Driver stopping at station.—If the train stops at the station, and is waiting to cross another train, the authority to proceed shall not be delivered to the Driver until the whole of the latter train has arrived and is clear of the running line for the former train.

371. Authority to proceed : by whom to be delivered to Driver.—An authority to proceed shall not be delivered to the Driver except by the Station Master or by some railway servant appointed in this behalf by special instructions.

372. Delivery of authority to proceed when there are two Drivers.—If two engines are coupled together, or if one engine is in front and another in rear of the train, the authority to proceed shall be handed to the Driver of the leading engine.

373. Failure of block instruments.—(a) If the block instruments or their electric connections fail, permission to approach shall be obtained through the electric speaking instruments.

(b) When permission to approach has been so obtained an entry to that effect shall be made in the Train Register Book and at the top of the Line Clear Ticket at the time of issue. The train may then proceed.

C.—Block stations at which Block Instruments are not provided.

374. Transmission of signals.—The signals referred to in rules 351, 352 and 354 to 360 (both inclusive) or such modifications thereof as may be prescribed by special instructions, shall be transmitted, as occasion may require, on the electric speaking instruments.

375. Forms for messages and authorities to proceed.—(*a*) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written on forms specially provided for the purpose by the Railway Administration.

(*b*) Such forms shall be bound up in books and kept at each Block station by the Station Master or by some railway servant appointed in this behalf by special instructions.

376. Distinction of messages.—(*a*) Every message despatched in connection with the working of a train shall distinctly describe the train to which it relates.

(*b*) For every train a separate inquiry and reply shall be sent.

377. Writing and signing of messages and authorities to proceed.—(*a*) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written up in ink and shall be signed by the person authorised to despatch or issue the same.

(*b*) No message or authority to proceed shall be written out, either in full or in part, or signed, until necessary.

C.—Block stations at which Block Instruments are not provided.—(Concld.)

378. Completion of messages.—No part of any message shall be despatched or acted upon until the whole message has been written out except with a view to the prevention of an accident or in some other case of emergency.

379. Preservation of messages and authorities to proceed.—Messages and authorities to proceed shall be destroyed at such time after issue as may be prescribed by special instructions :

Provided that no message or authority to proceed shall be destroyed before one month after issue.

380. Cancellation of permission to approach.—When a permission to approach has been cancelled, no train shall be allowed to leave in the opposite direction until a message has been received acknowledging such cancellation and stating that the train for which the permission to approach has been given is and will be detained.

381. Driver to have authority to proceed.—The Driver shall not take his train from a station unless he has in his possession, as his authority to proceed, a Line Clear Ticket duly signed by the Station Master.

382. Authority to proceed : when to be delivered to Driver.—An authority to proceed shall not be delivered to the Driver until the procedure prescribed in the foregoing rules in this Chapter, so far as it is applicable, with such modifications (if any) as may be prescribed under rule 374 has been followed.

383. Line Clear Tickets.—Except under special instructions, the Line Clear Ticket referred to in rule 381 shall be in the form prescribed under rule 367.

C.—Block Stations at which Block Instruments are not provided.—(Concld.)

(*b*) If conditional permission is given under rule 237 (2) the Line Clear Ticket shall be in the following form :—

Pro. No. ______

______ Railway.

Up/Down Line Clear.

No. of train ______

Date ______

Time ______ H. ______ M.

On arrival of No. ______

the Up/Down line will be clear to ______

No Up/Down arrived complete at ______ hours.

From

Station Master ______

To

Driver of No. ______ Up/Down

The line is clear and you are hereby authorised to proceed to ______

* Private No. ______

Station Master.

* This entry may be omitted or modified to suit the requirements of those Administrations which do not use a "private number" or which use a "private code" instead.

Each ticket shall bear a serial number and shall be coloured as prescribed under rule 367 (*c*) with the following modifications, namely:—

(*i*) For down main and up main lines the ticket shall have additional green bands on both faces.

(*ii*) For Branch and loop lines the ticket shall have, both in the case of up and down direction, additional green bands on both faces.

384. Applicability of other rules.—Rules 363 and 368 to 372 shall apply to working at Block stations where block instruments are not provided.

CHAPTER XIX.

RULES FOR THE WORKING OF TRAINS ON ELECTRIFIED SECTIONS OF RAILWAYS.

A.—Special Definitions.

385. Special definitions applying to this Chapter.—Unless there is anything repugnant in the subject or context, in this Chapter :—

(1) "*Brake Valve.*"—Means a valve in a driving compartment which operates the automatic train brakes.

(2) "*Communication Circuits.*"—Means any wire or line used for the purpose of telegraphic, telephonic, or electric signalling communication.

(3) "*Driving Trailer.*"—Means a coach having a driving compartment.

(4) "*High Tension Electrical Equipment.*"—Means all apparatus and wiring electrically connected with the overhead equipment.

(5) "*Live Electrical Equipment.*"—Means any wire or apparatus electrically charged.

(6) "*Master Controller.*"—Means the contact switch and handle by means of which the electric control apparatus and traction motors are operated.

(7) "*Motorman.*"—Means a duly qualified electric train driver.

(8) "*Neutral Position.*"—Means that position of the master controller in which current is not being supplied to the traction motors.

(9) "*Overhead Equipment.*"—Means the contact wires for the supply of current to the trains, and the structures supporting them.

(10) "*Reversing Handle.*"—Means a key which controls the operations of the master controller, and fitted in such a manner that it can only be removed when the master controller is in the neutral position.

(11) "*Train Unit.*"—Means a rake consisting of a motor coach with trailer or trailers attached and having a driving compartment at each end.

B.—Suburban Multiple Unit System.

386. Applicability of General Rules to Electric trains.—All General Rules which control the operating of steam trains shall also apply to the operating of electric trains, except as otherwise provided in these rules.

387. Certain General Rules inoperative.—For the purpose of this Chapter, rules 98, 111, 123 and 166 shall be inoperative.

388. Motorman, an Engine Driver.—For purposes concerning the movement of trains the motorman shall be deemed to be a driver, and the driving compartment he occupies for the time being an engine.

389. Outbreak of fire adjacent to live electrical equipment or in leading driving trailer.—In the event of an outbreak of fire adjacent to live electrical equipment in the coaches, sand only shall be used to extinguish the fire, and the motorman shall immediately cut off the current. Should the coach affected be the leading driving trailer, the motorman shall, if necessary, operate the train as provided in rules 406 and 407.

390. Fire extinguishers.—A suitable chemical fire extinguisher shall be carried in each train unit. Sand shall also be provided in each unit, at all stations, and other places appointed by the administration.

391. Isolation of high tension equipment in coaches.—The high tension electrical equipment installed in coaches shall be so arranged that it will not be possible for any unauthorised person to gain access to it.

392. No unauthorised persons allowed in driving compartments.—No unauthorised person shall be permitted to enter the driving compartments on the trains or to handle any apparatus.

393. Inspection of overhead equipment.—Every portion of the overhead equipment shall be inspected daily by some railway servant appointed in this behalf by special instructions.

394. Isolation of overhead equipment.—Adequate arrangements shall be made to prevent access to the live overhead equipment from road and foot bridges crossing the line.

395. Height gauges.—Adequate arrangements shall be made to erect height gauges on either side of the overhead equipment at level crossings in order to ensure that no vehicle carrying a load which will foul the overhead equipment crosses the lines.

396. Overhead communication circuits.—Adequate arrangements shall be made to guard communication or electric lighting circuits crossing or running in close proximity to the overhead equipment.

397. Precautions to be taken by staff.—(*a*) No staff shall work on the roofs of rolling stock or on the top of tenders or locomotives, operating or standing under overhead equipment other than at Inspection Sheds or Stabling Depots, and then only under the instructions of the authorised officer who shall first satisfy himself that the current in the overhead conductors has been switched off, and that the conductors themselves have been earthed.

(*b*) No staff shall work on station roofs or other structures and under bridges or in tunnels in the vicinity of the overhead equipment except under the instructions of the authorised officer.

398. Section switches at inspection sheds and stabling depots.—At all Inspection Sheds, Stabling or other Depots where work on the roof of rolling stock has to be carried out, section switches shall be provided for the purpose of isolating sections of the overhead equipment under which such work is carried out. These section switches shall normally be in the open position and shall only be closed under the orders of the person specially authorised.

399. Access to switches.—No unauthorised person shall be permitted to operate or have access to any switch or other apparatus used for the control of high tension current.

400. Train lights.—At night, and in thick or foggy weather, no train shall be worked outside station limits unless it has ;

(a) at least two head lights of the nature prescribed by the Railway Administration ; and

(b) two red tail lights.

401. Duties of Motorman before taking train on to running line.—A Motorman shall not take his train on to a running line until he has tested all his control and brake apparatus and found them in proper working order.

402. Duties of Motorman after coupling his train to another train unit.—After coupling up to another train unit, the Motorman taking over the double unit shall satisfy himself that the control apparatus and brakes of the complete train are in proper working order.

403. Coupling units.—When coupling units together the Motorman shall be responsible for seeing that all electric connections are properly made.

404. Train units when coupled to be considered as one train.—When train units are coupled together they shall be deemed to be one train. Only one master controller shall be in use at one time, and only one brake valve except as provided for in rule 407.

405. Motorman to be in leading driving compartment.—The Motorman shall remain in the leading driving compartment when the train is in motion or when the train is standing on any running line, except in case of fire or as provided in rule 407.

406. Reversing handles.—The Motorman shall, when leaving any driving compartment, take the revers ing handle away with him.

407. Driving train from any compartment other than the leading compartment.—If the driving apparatus in the leading driving compartment becomes defective, the train shall be driven from the next driving compartment in rear. In this event, the Guard shall travel in the leading driving compartment, and pass the necessary signals to the Motorman. The Guard shall also sound the horn, or whistle as necessary, and apply the brake in case of emergency.

408. Duties of Motorman when train is disabled.—In the event of a train becoming disabled, and an assisting train being obtained, the Motorman of the disabled train shall hand his reversing handle to the Motorman of the assisting train, and if the assisting train is in the rear carry out the instructions provided for the Guard in rule 407.

409. Protection of train.—When it is necessary to protect a train stopped between stations, the Guard shall protect it in rear, and send the underguard or some competent person to protect it in front in accordance with rule 166. The Motorman shall at once show a danger signal to the front.

410. Reversing handle in neutral position forbidden when running.—The Motorman in charge of a train shall not have the reversing handle in the neutral position when the train is in motion.

411. Guards to qualify in driving.—Guards shall not be employed on electric trains unless they have passed a test in driving sufficient to show that in case of emergency they are capable of safely moving a train to the nearest station or refuge siding.

412. Electric shock.—Instructions in English and the vernacular of the district, regarding the treatment of persons suffering from electric shock shall be exhibited in all Inspection Sheds, Stabling Depots, Repair Shops, stations and trains, and all staff concerned shall make themsleves familiar with such instructions.

CHAPTER XX.

PENALTIES.

413. Penalty for breach of rules.—Any railway servant committing a breach of any of the rules in this Part shall forfeit a sum not exceeding one month's pay, which sum may be deducted by the Railway Administration from his pay. [*Vide* Section 47 (2) of the Act.]

PART II

Rules for the Guidance of the Public and Railway Officials.

CHAPTER I.

CARRIAGE OF PASSENGERS.

1. Passengers' tickets.—(1) Tickets issued to passengers shall be available only from the date and for the period specified by the Railway Administration by which they are issued.

(2) If any Guard, or any other railway servant who may be empowered by the authorised officer to take action under this clause has reason to suppose that any passenger is travelling without a ticket, or not in the proper class of carriage, he shall request the passenger to show his ticket and report to the Station Master any irregularity which he may detect.

2. Charge entered incorrectly in receipt or ticket.—If any charge is entered incorrectly in a receipt or ticket given to a passenger, the Railway Administration may correct the entry.

3. Passenger changing to a superior class of carriage.—If any passenger desires to change from an inferior to a superior class of carriage on payment of the difference in fare, the Guard in charge of the train, or such other railway servant as may be appointed in this behalf by the authorised officer, shall take the necessary steps for effecting such change.

S. R. 3.—(*a*) Passengers are on no account to be placed in a higher class carriage than that for which tickets are held without payment of the difference in fare; they have the option of travelling in a lower class of carriage and applying for a refund of the difference in fares, or waiting for the next train.

(*b*) Whenever by reason of all the accommodation being occupied, passengers elect to travel in a lower class of carriage than that for which tickets are held, they shall be given a memo by the Guard, Station Master or the Crew-in-charge. This memo shall give all particulars necessary to permit of a refund being granted on application by the passengers.

(c) Higher class accommodation shall on no account be converted into lower class without orders from the Chief Operating Superintendent or the Divisional Superintendent. Station Masters have no authority in this respect.

(d) Railway servants travelling on passes shall travel in the next lower class when the accommodation in the class for which they hold a pass is fully occupied.

4. Lady passengers.—When ladies are travelling alone the Guards shall pay every attention to their comfort, and in placing them in the train shall, if so requested, endeavour to select a carriage (according to the class of the ladies' tickets) in which other ladies are travelling.

S. R. 4.—(a) The Guard of the train shall see that the compartments reserved for ladies are not occupied *en route* by male passengers and that the numbers of the carriages in which the compartments are reserved, rear or front, as the case may be, are clearly specified in the Guard's Constitution Report Form T. 172.

(b) Station Masters at starting stations and at Guards changing and intermediate stations, shall be responsible for seeing that the details of the reserved compartments entered in the Guard's Constitution Reports are correct, and that no change is made in these reserved compartments *en route*, and that proper boards are affixed to such compartments.

5. Prisoners and insane passengers.—(1) Military prisoners in all cases, civil prisoners if insane, violent or dangerous, and insane persons, shall not be allowed to mix with other passengers, but shall, upon reserved accommodation being engaged, be placed with their escort or attendants in a prison-van or in a separate compartment, as the case may be.

(2) Other parties of prisoners, when, inclusive of guards, the party exceeds five in number, shall also be carried in the same manner.

(3) The term "prisoner" includes accused persons and persons under trial or travelling for the purpose of undergoing trial, as well as persons who have already been convicted.

Passengers suffering from Infectious or Contagious Disorders.

6. Diseases deemed to be "infectious or contagious disorders."—For the purposes of the Act, the following shall be deemed to be infectious or contagious disorders, namely :—

Chicken Pox,
Cholera,
Diphtheria,
Leprosy,
Measles,
Mumps,
Plague,
Scarlet fever,
Small-pox,
Typhus fever,
Typhoid fever, and
Whooping cough.

7. Conditions on which passengers suffering from infectious or contagious disorders may be carried.—No passenger suffering from an infectious or contagious disorder shall be carried in any train unless—

(*a*) he has engaged a reserved compartment for himself and his attendants, and

(*b*) all necessary arrangements have been made in pursuance of section 71* of the Act, for the separation of the passenger and his attendants, during the whole time that they remain upon the railway, from other persons being or travelling upon the railway, and

* "71. (1) A Railway Administration may refuse to carry, except in accordance with the conditions prescribed under section 47, sub-section (1), clause (*d*), a person suffering from any infectious or contagious disorder.

(2) A person suffering from such a disorder shall not enter or travel upon a railway without the special permission of the Station Master or other railway servant in charge of the place where he enters upon the railway.

(3) A railway servant giving such permission as is mentioned in sub-section (2) must arrange for the separation of the person suffering from the disorder from other persons being or travelling upon the railway."

Passengers Suffering from Infectious or Contagious Disorders.—(Contd.)

(c) any other special precautions, which the railway servant giving the permission mentioned in the said section may consider necessary, have been taken to prevent infection or contagion being communicated to other persons being or travelling upon the railway.

Disinfection of Carriages.

8. Disinfection of carriages.—When any carriage has been entered by a person suffering from an infectious or contagious disorder the carriage shall be disinfected, in accordance with special instructions, immediately after it has arrived at its destination ; and no passenger shall be allowed to enter it until the disinfection has been completed.

Luggage.

9. Luggage to be booked.—Each passenger's luggage shall be booked :

Provided that any Railway Administration may dispense with the booking of any luggage which is taken into a carriage by a passenger in pursuance of rule 11.

10. Free allowance of passenger's luggage.—A certain quantity of each passenger's luggage within a limit of weight to be fixed from time to time by the Railway Administration, shall be allowed free of charge, provided the passenger presents his luggage for weighment before the commencement of his journey.

11. Luggage in carriage with passenger.—A passenger may take into a carriage only such small articles of personal luggage as are required for his own use on the journey and can be placed in the carriage without inconveniencing other passengers or reducing the available accommodation in the carriage.

12. Luggage insufficiently secured.—Passenger's luggage unless it is taken into a carriage by the passenger in persuance of rule 11, shall be properly packed, locked or otherwise sufficiently secured.

CHAPTER II.

OFFENCES BY PASSENGERS AND OTHER PERSONS.

13. Duties of Station Master in case of drunkenness or nuisance.—The Station Master shall use all reasonable means to stop any annoyance that may be caused by any act referred to in section 120* of the Act, and, if any person is removed from the railway under that section shall, if necessary, direct steps to be taken for his prosecution thereunder.

14. Smoking or having open light or fire on railway premises, or keeping open light or lighted lamp in carriage.—Any person who—

(*a*) is found smoking, or having an open light or fire, in a goods shed or a store yard, or

(*b*) persists in keeping an open light or a lighted mineral-oil lamp in a carriage after being warned by a railway servant or a police officer to desist, or

(*c*) persists in smoking on any other portion of the railway premises after being warned by a railway servant or a police officer to desist,

shall, if the act is deemed by the authorised officer to be dangerous, immediately be removed from the railway premises.

* "120. If a person in a railway carriage or upon any part of a railway—

(*a*) is in a state of intoxication, or

(*b*) commits any nuisance or act of indecency, or uses obscene or abusive language, or

(*c*) wilfully and without lawful excuse interferes with the comfort of any passenger or extinguishes any lamp,

he shall be punished with fine which may extend to fifty rupees in addition to the forfeiture of any fare which he may have paid and of any pass or ticket which he may have obtained or purchased, and may be removed from the railway by any railway servant."

15. Exclusion of persons from railway premises.—(1) A Railway Administration may exclude, and if necessary remove, from the station platform or any part of the railway premises, any person not being a *bona-fide* passenger nor having business connected with the railway, and also any person who having arrived at a station by train and having no business connected with the railway refuses to leave the railway premises when required to do so.

(2) No political meetings shall be held on any part of the railway premises, and a Railway Administration may exclude from the station platform or any other part of the railway premises any person attending such meeting whether such person is or is not in possession of a ticket authorising him to be on the said premises.

16. Unauthorised persons on engine or tender.—No person, unless he is authorised, by the authorised officer, shall ride on the engine or tender, or in, under, or upon, any vehicle or portion of a vehicle not intended for the carriage of passengers.

17. Unauthorised hawkers.—Except under and in conformity with the terms and provisions of a license granted by the Railway Administration in this behalf, no person shall hawk or expose for sale on any train, station platform or premises, any article whatever.

18. Investigation by Station Master in case of offence by passenger.—If any passenger commits any offence under the Act not being of the nature referred to in rule 13 or rule 14 the Station Master shall immediately investigate case, and exercise his discretion as to the proceedings to be taken, after referring (by telegraph, if necessary) to his immediate superior for instructions.

19. Guards to prevent breaches of rules.—Guards shall exert themselves to prevent any breach of the rules by passengers or other persons.

20. Arrests.—The power of arrest conferred by sections 131 and 132 of the Act, shall be exercised with the greatest caution.

S. R. 20.—(a) The following procedure in dealing with all cases of public prosecutions under the Act shall be strictly observed :—

(i) Offences mentioned under the following sections of the Act are cognizable by the Police, who are empowered to investigate them or arrest without orders or warrant from a Magistrate and such cases will be solely managed by them, the staff having only to report the circumstances to the Police in writing and to give evidence when called upon to do so. In the usual course a report shall also be sent to the Divisional Superintendent in whose hands the disposal of the case as affecting railway interests, shall then rest :—

Section.	Subject.
100	Drunkenness of railway servants on duty.
101	Endangering the safety of persons by a railway servant.
119	Male persons entering carriage or other place reserved for females.
120	Drunkenness or nuisance on a railway.
121	Obstructing a railway servant in his duty.
126	Maliciously wrecking or attempting to wreck a train.
127	Maliciously hurting or attempting to hurt persons travelling by railway.
128	Endangering safety of persons travelling by railway by wilful act or omission.
129	Endangering safety of persons travelling by railway by rash or negligent act or omission.
130	Sub-section (1) Acts of children endangering safety of persons travelling by railway.

(ii) In non-cognizable cases under the Act, action should, where the circumstances permit, be taken under Section 132. In such cases the staff shall submit a charge sheet to the Police who will thereafter proceed as laid down in that section. Offences coming under the following sections are non-cognizable :—

Section.	Subject.
106	Giving false account of goods.
107	Unlawfully bringing dangerous or offensive goods upon railway.
108	Needlessly interfering with means of communication in a train.
109	Entering compartment reserved, or already full or resisting entry into a compartment not full.
110	Smoking without the consent of other passengers.
111	Defacing public notices.

Section.	Subject.
*112	Fraudulently travelling or attempting to travel without proper pass or ticket.
114	Transferring any half of return ticket.
116	Altering or defacing pass or ticket.
117	Being or suffering person to travel on Railway with infectious or contagious disorder.
118	Entering carriage in motion or otherwise improperly travelling on a railway.
122	Trespass and refusal to desist from trespass.
123	Disobedience of Drivers of carriages, tramcars or other vehicles to directions of railway servants.
124	Opening or not properly shutting gates.
125	Cattle trespass.

(b) Before a charge sheet is given to the Police for any offence coming under any of the foregoing sections, the Station Master should consult the Senior Police Officer at the station, if there is one, as to the advisability of legal proceedings and a brief but clear report shall be sent, by wire when necessary, to the Divisional Superintendent for orders by all Station Masters except the following:—

Howrah.	Asansol.	Moghal Sarai.	Aligarh.
Bandel.	Sitarampur.	Mirzapur.	Benares Cantt
Sheoraphuli.	Barakar.	Naini.	Partabgarh.
Tarakeswar.	Dhanbad.	Allahabad.	Fyzabad.
Burdwan.	Giridih.	Allahabad Goods Sheds.	Barabanki.
Rampore Haut.	Madhupur.	Fatehpur.	Lucknow.
Sahebgunge.	Jhajha.	Cawnpore Collectorgunge.	Shahjahanpur
Bhagalpur.	Kiul.	Etawah.	Bareilly.
Jamalpur.	Mokameh.	Tundla.	Hapur.
Jherriah.	Patna Junc.	Agra.	Moradabad.
Kusunda.	Patna City.	Hathras.	Lhaksar.
Gomoh.	Gaya.		Dehra Dun.
Ondal.	Dinapore.		

who, when immediate action is necessary, are empowered to hand over persons committing any offence under the above sections for prosecution, on their own responsibility, but in all such cases, the advice of the Senior Police Officer should first be taken. Where time permits a reference should be made to the Divisional Superintendent before prosecution is instituted. No known constituent of the railway shall be prosecuted without previous reference to the Divisional Superintendent. Such person shall not be detained pending receipt of orders to prosecute, but care should be taken to secure, in the presence of the Police, the correct name and address of the person concerned.

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* When it appears necessary to the Magistrate trying a case under Section 112 to alter the charge from that Section to Section 113, application for the excess charge in addition to excess fare, shall be made at the time of changing the charge before conviction.

(c) The Police will not ordinarily take action in detaining or escorting the person charged under Section 112 or 113, of the Act but if in addition to Section 112, or Section 113 action is taken under Section 132, Police escort will be furnished and the person detained by the Police as is considered necessary by them. In this connection see para. (*g*).

(*d*) Station Masters shall, in every case, send a written report to the Divisional Superintendent, stating clearly the nature of the offence, the name, address and occupation of the accused and what evidence it is proposed to set up for the prosecution, together with any other particulars which it is thought the Divisional Superintendent should know.

(*e*) Station Masters are empowered to hand over for prosecution on their own responsibility, any person who is liable and refuses to pay excess fare charges including extra charge due under the rules, as a non-cognizable offence under Section 113 of the Act.

(*f*) When it is found necessary to place a passenger before a Court for the recovery of charges due by him including the amount of excess fare and excess charge, full particulars of the case shall be stated in the charge sheet.

(*g*) It is also to be noted, *vide* Section 132 (1) of the Act, that if a person commits any offence under Section 113, by failing or refusing to pay any excess charge demanded and there is reason to believe that he will abscond, or he is unknown and refuses to give his correct name and address when demanded, he may be arrested by a Railway Servant or a Police Officer without a written authority.

(*h*) A Guard in charge of a train is not authorised to order a prosecution. When any circumstance comes under his notice which constitutes an offence under any of the sections named, he shall immediately report the matter to the Station Master at the station where the offence occurred, or, if that is not possible, at the next station, and the Station Master there shall take such steps as may be necessary in accordance with the foregoing instructions. A written report of the matter shall be sent by the Guard to the Divisional Superintendent concerned with his Joint Train Report immediately on his arrival at his changing station.

(*i*) Offences under other than the Act shall be reported to the Police, who will take cognizance, or ask for a charge sheet if necessary, but in the latter case the provisions of para. (*b*) apply.

(*j*) The Divisional Superintendent shall be advised of the result of prosecution in all cases together with a copy of charge sheet on Form O. P. 266 in due course.

Note.—For information and ready reference Sections 131 and 132 of the Indian Railways Act, 1890 alluded to in G. R. 20 above, are reproduced below :—

Section 131.—"(1) If a person commits any offence mentioned in sections 100, 101, 119, 120, 121, 126, 127, 128 or 129 or in section 130, sub-section (1), he may be arrested without warrant or other written authority by any railway servant or police-officer, or by any other person whom such servant or officer may call to his aid."

"(2) A person so arrested shall, with the least possible delay, be taken before a Magistrate having authority to try him or commit him for trial."

Section 132.—"(1) If a person commits any offence under this Act other than an offence mentioned in the last foregoing section, or fails or refuses to pay any excess charge or other sum demanded under section 113, and there is reason to believe that he will abscond, or his name and address are unknown, and he refuses on demand to give his name and address, or there is reason to believe that the name or address given by him is incorrect, any railway servant or police-officer, or any other person whom such railway servant or police-officer may call to his aid, may, without warrant or other written authority, arrest him."

"(2) The person arrested shall be released on his giving bail, or if his true name and address are ascertained, on his executing a bond without sureties, for his appearance before a Magistrate when required."

"(3) If the person cannot give bail and his true name and address are not ascertained, he shall, with the least possible delay, be taken before the nearest Magistrate having jurisdiction."

"(4) The provisions of Chapters XXXIX and XLII of the Code of Criminal Procedure, 1882, shall so far as may be, apply to bail given and bonds executed under this section."

Note on Section 132 (1).—Section 113 deals with the excess fares payable by passengers for travelling without tickets, or in a higher class of carriage than that for which tickets are held, and is reproduced below for ready reference :—

Section 113 "(1).—If a passenger travels in a train without having a proper pass or a proper ticket with him, or being in or having alighted from a train, fails or refuses to present for examination or to deliver up his pass or ticket immediately on requisition being made therefor under Section 69, he shall be liable to pay, on the demand of any railway servant appointed by the Railway Administration in this behalf the excess charge hereinafter in this section mentioned, in addition to the ordinary single fare for the distance which he has travelled or, where there is any doubt as to the station from which he started, the ordinary single fare from the station from which the train originally started, or, if the tickets of passengers travelling in the train have been examined since the original starting of the train, the ordinary single fare from the place where the tickets were examined or, in case of their having been examined more than once, were last examined."

"(2) If a passenger travels or attempts to travel in or on a carriage, or by a train, of higher class than that for which he has obtained a pass or purchased a ticket, or travels in or on a carriage beyond the place authorised by his pass or ticket, he shall be liable to pay, on demand of any railway servant appointed by the Railway Administration in this behalf, the excess charge hereinafter in this section mentioned, in addition to any difference between any fare paid by him and the fare payable in respect of such journey as the has made."

"(3) The excess charge referred to in sub-section (1) and sub-section (2) shall :—

(*a*) where the passenger has immediately after incurring the charge and before being detected by a railway servant notified to the railway servant on duty with the train the fact of the charge having been incurred, be one rupee, two annas or eight annas, and

(*b*) in any other case, be six rupess, one rupee or three rupees, according as the passenger is travelling or has travelled or has attempted to travel in a carriage of the highest class or in a carriage of the lowest class or in a carriage of any other class or kind ;"

" Provided that such excess charge shall in no case exceed,

(*a*) where the liability to pay it arises under sub-section (1) the amount of the ordinary single fare which the passenger incurring the charge is liable to pay under that sub-section, or

(*b*) where such liability arises under sub-section (2), the amount of the difference between the fare paid by the passenger incurring the charge and the fare payable in respect of such journey as he has made."

"(4) If a passenger liable to pay the excess charge and fare mentioned in sub-section (1), or the excess charge and any difference of fare mentioned in sub-section (2), fails or refuses to pay the same on demand being made therefor under one or other of those sub-sections, as the case may be, the sum payable by him shall, on application made to any Magistrate by any railway servant appointed by the Railway Administration in this behalf, be recovered by the Magistrate from the passenger as if it were a fine imposed on the passenger by the Magistrate and shall, as it is recovered, be paid to the Railway Administration."

Note on Section 113 (1).—Below is reproduced Section 69 to which reference is made in section 113 (1) above :—

Section 69.—" Every passenger by a railway shall, on the requisition of any railway servant appointed by the Railway Administration in this behalf, present his pass or ticket to the railway servant for examination, and at or near the end of the journey for which the pass or ticket was issued, or, in the case of a season pass or ticket, at the expiration of the period for which it is current, deliver up the pass or ticket to the railway servant."

CHAPTER III.

PENALTIES.

21. Penalty for breach of rules.—Any person other than a railway servant committing a breach of any of the rules in this Part shall, on conviction before a Magistrate, be punishable with fine not exceeding fifty rupees ; and any railway servant committing such breach shall forfeit a sum not exceeding one month's pay, which sum may be deducted by the Railway Administration from his pay. [*Vide* Section 47 (2) of the Act.]

PART III.

Rules relating to offensive and dangerous goods.

PART III.

CHAPTER I.

Definitions.

1. In this Part, unless there be something repugnant in the subject or context :—

(1) "**day**" means from sunrise to sunset ;

(2) "**daylight**" means from 6 A. M. to 6 P. M. ;

(3) "**goods train**" means a train (other than a ballast train) intended solely or mainly for the carriage of animals or goods ;

(4) "**mixed train**" means a train intended for the carriage of passengers and goods or of passengers, animals and goods ;

(5) "**night**" means from sunset to sunrise ;

(6) "**passenger train**" means a train intended solely or mainly for the carriage of passengers and other coaching traffic, and includes a troop train ;

(7) "**railway**" means a railway or any portion of a railway, for the public carriage of passengers, animals, or goods and includes all lines of rails, sidings, or branches worked over for the purposes of, or in connection with a railway ;

(8) "**railway administration**" or "**administration**" in the case of a railway administered by the Government or a Native State, means the agent or manager of the railway and includes the Government or the Native State, and in the case of a railway administered by a railway company, means, the railway company ;

(9) "**railway company**" includes any persons, whether incorporated or not, who are owners or lessees of a railway or parties to an agreement for working a railway;

(10) "**railway servant**" means any person employed by a railway administration in connection with the service of a railway;

(11) "**station**" means any place on a line of railway at which traffic is booked and dealt with;

(12) "**tranship or road-van train**" means a train which collects and distributes consignments of goods insufficient in weight to form an authorised minimum wagon load to a particular station,

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CHAPTER II.

I.—Carriage of Offensive Goods.

2. The following goods shall be deemed to be offensive goods namely :—

(1) Blood, dried ;

(2) Bones ;

(3) Carcases of dead animals ;

(4) Corpses ;

(5) Municipal or street sweepings or refuse ;

(6) Manures of any kind, except chemical manures ;

(7) Rags, other than oily rags ; and

(8) Any decayed animal or vegetable matter.

3. Unless it be otherwise notified by the Railway Administration, consignments of offensive goods shall only be accepted for conveyance by rail, subject to the following conditions, namely :—

(1) the loading, unloading and handling of the offensive goods shall be done by the con-signors and consignees or their servants;. and

(2) freight shall be prepaid by the consignor.

II.—Carriage of Dangerous Goods.

4. In addition to explosives, as defined in section 4 of the Indian Explosives Act, 1884, the following goods shall be deemed to be dangerous goods namely:—

I.—Inflammable liquids—

Group A. Liquids the vapours of which have flashing points below 76° Fahr.

Group B. Liquids the vapours of which have flashing points at 76° Fahr., and higher temperatures.

Proviso (1). In ascertaining the flashing point of petroleum for the purposes of this rule, the provisions of the proviso to section 2 (*b*) of the Indian Petroleum Act, 1899, shall, as far as may be, apply.

Proviso (2). Lubricating oils having a flashing point at or above 200° Fahr. shall not be deemed to be dangerous goods for the purposes of this rule.

II.—Dangerous, Corrosive and Poisonous Chemicals.

III.—Other goods specified in the Schedule

5. The transport by rail of explosives, as defined in section 4 of the Indian Explosives Act, 1884, is regulated by rules made by the Government of India under that Act. Nothing in these rules derogates from the provisions of those rules.

6. The dangerous goods specified in the Schedule annexed, hereto shall only be accepted for conveyance by rail or be conveyed by rail, subject to rules 7 to 22 and in accordance with the conditions set forth in the Schedule against each specified class of goods.

7. No dangerous goods, other than those specified in the Schedule shall be accepted for conveyance by rail.

8. There is no restriction as to the maximum quantity of dangerous goods which may be despatched by goods train, but such goods shall be loaded in iron-covered vehicles. The carriage of dangerous goods in the same goods vehicle with explosives or ordinary merchandise is prohibited, except where otherwise stated in column 6 of the Schedule.

9. Notwithstanding anything contained in rule 6, a Railway Administration may notify that it will not convey

by rail for the public any particular dangerous goods specified in the Shedule. After the issue of such a notice no such dangercus gccds shall be accepted for conveyance or despatch on any railway of the said Railway Administration.

10. Dangerous goods shall be carefully handled and shall not be stored in any of the Railway Administration's enclosed sheds or warehouses.

11. Only one kind of dangerous goods and no other kind of goods shall be put into one case, except that different kinds of "Inflammable Liquids—Class A" may be packed together.

12. Subject to any exceptions from time to time notified by the Railway Administration, no consignment of dangerous goods shall be accepted for conveyance by rail, unless previous notice of the intention to send such consignment has been given as prescribed in rule 13. and unless the officer in charge of the station from which it is proposed to despatch the consignment has intimated, in writing, that the consignment can be received.

13. The notice required by rule 12 shall be addressed to the officer in charge of the station from which the goods are to be despatched and it shall be sent at least 48 hours before the consignment is sent upon such railway, unless a shorter period is prescribed by the Railway Administration concerned. It shall contain a statement of the following particulars, namely :—

(1) the name and quantity of the dangerous goods in the consignment ;

(2) the name and address of the consignor ;

(3) the name and address of the consignee ;

(4) a declaration that the goods are packed in accordance with the directions contained in the Schedule.

14. No consignment of dangerous goods shall be despatched by rail unless the consignor has executed—

(1) a consignment note on the form set forth in Appendix I, and

(2) if the goods are booked at owner's risk, a risk note in Form D or in Form G, as set forth in Appendix II.

15. No consignment of Compressed Gases shall be accepted for conveyance by rail unless the consignor furnishes a certificate in the form set forth in Appendix III.

16. If, upon the arrival of any dangerous goods at their destination, the consignee does not take delivery of and remove the same within the time notified by the Railway Administration, they may be kept in the vehicle in which they were carried until delivery is effected, or until they are disposed of under the provisions of section 56 of the Act, or otherwise.

17. Unless it be otherwise notified by the Railway Administration, the loading, unloading and handling of all dangerous goods in full wagon loads shall be done by consignors and consignees or their servants.

18. All handling of dangerous goods shall be done by daylight, provided that dangerous goods carried in passenger, mixed, tranship or road-van trains may be handled at any time of the day or night.

19. Unless it be otherwise notified by the Railway Administration, the freight on all consignments of dangerous goods shall be prepaid.

20. Every officer in charge of a station shall cause every package of dangerous goods, which it is proposed to despatch by rail or which has been received at any station for transhipment or delivery to the consignee, to be stored at a safe distance from the station buildings, either in a covered vehicle or completely covered with tarpaulins or such other suitable material, so that it may not be exposed to the sun, and if necessary, to be protected by a police guard.

21. Every railway servant despatching any consignment of dangerous goods by rail shall certify on the invoice that the consignor has complied with rule 14, and, where the consignment consists of Compressed Gases, that the certificate required by rule 15 has been furnished by the consignor.

22. A "Dangerous" label, *i.e.*, a white label with a red cross on it, shall be affixed to both sides of every vehicle in which dangerous goods are stored for delivery or transit and such vehicle shall always be kept locked and sealed. The words "not to be loose shunted" shall be printed across the "Dangerous" label in bold type.

23. In times of great public emergency, the quantities prescribed in column 7 of the Schedule may, in the case of Government consignments, be exceeded and vehicles containing dangerous goods, the property of Government, may, at the special request, in writing, of the local military authorities, or of the Master General of Supply, or of the Directors under his control, or of the Ordnance Officer (including a Superintendent of Factories), be attached to goods, mixed or passenger trains, it being left to the railway authorities to arrange for the safest method of despatch. All such certificates shall be submitted subsequently to the Agent or Manager of the railway, by the railway official concerned, for information.

24. The application of these rules to goods tendered or delivered for carriage by order or on behalf of Government or to any goods which any officer, soldier, sailor or police officer or a member of the Auxiliary Force, India, may take with him on a railway in the course of his employment or duty as such, are subject to the limitations imposed by section 59 (5) of the Act.

25. No person shall smoke or take or leave any naked light, unprotected lamp or inflammable article near any vehicles containing dangerous goods, or near any place where such goods are stored or are being loaded, unloaded or handled.

26. Any person who contravenes—

(1) any of the rules in this Chapter, or

(2) any of the conditions set forth in the Schedule,

shall, on conviction before a Magistrate, be punishable with fine which may extend to Rs. 50.

THE SCHEDULE—DANGEROUS GOODS.

THE SCHEDULE—**Dangerous goods.**

(*See rules* 6, 7, 8, 9, 13, 23 *and* 26.)

Serial No.	Description of dangerous goods.	General Classification.		The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing, transport, loading and unloading regulations.	Conditions under which and amount which may be carried. by GOODS train.	Conditions under which and amount which may be carried. by MIXED or PASSENGER train.
1	2	3		4	5	6	7
		R. R.	O. R.				
	1.—INFLAMMABLE LIQUIDS.						
	Group A. *Liquids, the vapours of which have flashing points below 76° Fahr. (subject to the proviso in section 2 (b) of the Indian Petroleum Act of 1899.)*						
1	Bisulphide of carbon ..	10	9	(A) Packed in stoneware jars or glass-stoppered bottles standing upright in wooden cases filled with chaff or saw-dust mixed with coal-dust, wood ashes, chalk or sand. A 10 per cent. vapour space to be left in each jar or bottle. Amount limited to one jar or bottle per case.			
	Colledion	10	9				
	Ether	9	8				
	Petroleum ether (gasolene) ..	8	6				
	Amyl alcohol	10	9				

THE SCHEDULE—DANGEROUS GOODS.

	Fusel oil	10	9	(B) Packed in strong metal cans or drums provided with screw-stoppers and caps soldered on. A 10 per cent. vapour space to be left in each drum. Amount limited to 2 gallons per can and 75 gallons per drum.	The words "highly inflammable" must be distinctly marked on each package by the sender.	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. Not carried by passenger train. Note.—These goods may also be carried in steel cylinders under the regulations contained in columns 4, 5 and 6 of serial No. 41, in the rear brake-van of mixed or passenger trains subject to a limit of 2 cylinders per van.
2.	Ethyl chloride	10	9	Packed in strong metal drums and provided with screw-stoppers and caps soldered on. A 10 per cent. vapour space to be left in each drum. Amount limited to 4 gallons in each drum.			
3	Absolute alcohol §	10	9	(A) Packed in stoneware jars or glass-stoppered bottles standing upright in wooden cases filled with chaff or saw-dust mixed with coal dust, wood ashes, chalk or sand. A 10 per cent. vapour space to be left in each jar or bottle. Amount limited to one jar or bottle per case. (B) Packed in strong metal cans or drums. A 10 per cent. vapour space to be left in each can or drum. Amount limited to 2 gallons in each can and 150 gallons in each drum. (i) The cans or drums containing the goods must be made of gas-tight tinned or galvanized sheet iron or steel plate and fitted with screwed filling holes and well fitting screw plug and in the case of drums, with outer cap soldered on, or with screw cap, or with other cap with metal-gas-tight under disc.	In accordance with sections 5 & 6 of the Indian Petroleum Act VIII of 1899 none of these articles shall be accepted for transport by rail except under and in accordance with the conditions (if any) of a license from the Local Government or an officer appointed by the Local Government in this behalf provided that a license shall not be required— (1) for quantities not exceeding three gallons and (2) in the case of those articles marked § in column 2 of Serial Nos. 3 & 4 if free of petroleum.		
	Acetone	10	9				
	Arrack	4	..				
	Benzene	8	6				
	Benzine (petrol)	8	6				
	Benzol	8	6				
	Benzole	8	6				
	Benzoline	8	6				
	Butyl alcohol §	10	9				
	C. P. Methanol	10	9				
	Industrial alcohol § ..	6	4				
	Includes:—						
	Alcohol, denatured						
	Denatured spirit, ordinary						

THE SCHEDULE—(*Contd.*)

Serial No.	Description of dangerous goods. 2	General Classification. 3 R. R.	O. R.	The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations. 4	Supplementary packing, transport, loading and unloading regulations. 5	Conditions under which and amount which may be carried. by GOODS train. 6	by MIXED or PASSENGER train. 7
	I.—INFLAMMABLE LIQUIDS—*contd.*						
	Group A—*contd.*			(*ii*) The cans or drums must have the following thickness of metal:— Not less than. (1) When the capacity does not exceed 2 gallons .. 26 B.W.G. (2) When the capacity exceeds 2, but does not exceed 4 gallons .. 22 B.W.G. (3) When the capacity exceeds 4, but does not exceed 30 gallons .. 18 B.W.G. (4) When the capacity exceeds 30, but does not exceed 40 gallons .. 17 B.W.G. (5) When the capacity exceeds 40, but does not exceed 65 gallons .. 16 B.W.G. (6) When the capacity exceeds 65, but does not exceed 80 gallons .. 12 B.W.G.	In the case of all "Petroleum and other hydrocarbon oils" sender to declare on the consignment note whether, the flashing point is below or at or above 76° Fahr. and the Railway staff to enter the same on the railway receipt and invoice. Tanks of motor cars and motor cycles, when tendered for carriage should be examined to see that they are empty, thoroughly clean and free from vapour.	No restriction as to quantity. Must be despatched in through vehicles to destination or to junction at break of gauge.	By mixed train, no restriction as to quantity but only carried when no goods trains are running.
	Denatured spirit, special						
	Methylated spirit						
	Mhowa spirit, denatured.						
	Methyl Acetone	10	9				
	Methyl alcohol	10	9				
	Mhowa spirit†	4	..				
	Motor car spirit	8	6				
	Motor spirit	8	6				
	Naphtha mineral	10	9				

THE SCHEDULE—*contd,*

Pertoleum and other hydro-carbon oils, dangerous, N.O.C.	8	6	(*iii*) The cans or drums must be so substantially constructed and secured as not to be liable except under circumstances of gross negligence or extraordinary accident to be broken or become defective, leaky or insecure in transit. A certificate must be entered on the consignment note by consignor to the effect that an air space of at least one-tenth of its capacity was left in each can or drum at time of filling. (*iv*) To prevent damage to cans and drums during transit, grass, hay, coir rope, hogla, sand bags or other suitable matting may, if necessary, be placed on the floor and between each layer of cans or drums and, also, be used to fill up empty spaces between the walls of the vehicle and its contents. Special care should, however, be taken that the packing so used, does not protrude through any doors or openings in the vehicle. (C) (1) In tank wagons of a design approved by the Railway Board and which must be in good condition and free from leakage when used for conveyance. (2) Tank wagons must have a label attached, printed in conspicuous characters bearing the words "highly inflammable" and stating the precise nature and name of the contents, and the names and addresses of sender and consignee. Tank wagons must in no case be loaded beyond their weight carrying capacity. (3) Filling and emptying of tank wagons must be performed in day light.	The chief danger to be apprehended is from leakage, as the vapour of these goods is heavier than air and is inflammable. The vapour is also explosive when mixed with certain proportions of air in a confined space. Wagons containing these inflammable liquids should not be placed next to the engine or rear brake-van but should be separated therefrom by at least three wagons not loaded with explosives or other traffic of an inflammable nature. The words "highly inflammable", must be distinctly marked on each package by the sender. Cans or drums in a damaged condition must not be accepted. Empty cans or drums which were used for the carriage of inflammable liquids the vapours of which have flashing points below 76° Fahr., must be securely closed with bungs, plugs or caps of either metal, wood or straw board. A declaration that the packing is in accordance with these conditions must be entered on the consignment note.	Other commodities including dangerous goods (not explosives) may be loaded in the same vehicle with these liquids, provided that they are well separated from them. These liquids may be carried by brake-van of mixed or passenger train in cans or drums up to a limit of twelve gallons in one train. The cans or drums must be carried in the rear brake-van which should be well ventilated. They must be placed as far as possible from other packages in the brake-van and from the rear tail light of the train.
Petrol (benzine)	8	6			
Power alcohol	8	6			
Power alcohol mixture ...	8	6			
Powerine	8	6			
Rectified spirit§	10	9			
Solvent Naptha	10	9			
Spirit varnish§	8	0			
Tolool	8	6			

THE SCHEDULE—*contd.*

THE SCHEDULE—(*Contd.*)

Serial No.	Description of dangerous goods.	General Classification.		The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods.	Supplementary packing, transport, loading and unloading regulations.	Conditions under which and amount which may be carried.	
				General packing regulations.		by GOODS train.	by MIXED or PASSENGER train.
1	2	3		4	5	6	7
		R. R.	O. R.				
	I.—INFLAMMABLE LIQUIDS—*contd.* Group A—*contd.*						
				(4) Tank wagons must not be filled or emptied within 10 yards of a flame or furnace nor at any place where the wagon is exposed to sparks.			
				(5) In filling any tank wagon an air space must be left of not less than 10 per cent. of the total capacity of the tank.			
				(6) The lid and all inlets and outlets of the tank (whether loaded or empty) must be properly secured and closed air-tight.			

THE SCHEDULE—*contd.*

4	Insecticides (Fluid) inflammable §	4	2	Iron or steel drums. Tins, strong and securely closed, in wooden cases. Glass bottles, securely closed, in cardboard boxes packed with wood wool in wooden cases.			
5	Cements, compositions, paints, polishes and other articles partly composed of naphtha or other highly inflammable liquids	10	9	Must be packed in approved drums or receptacles of the pattern referred to above or in thoroughly strong and sound casks, not exceeding 50 gallons in capacity, containing not less than 5 per cent. of air space when filled, and securely closed so as to prevent leakage, or in hermetically sealed tins or bottles packed in saw-dust in cases, or	Senders to declare on the consignment note whether the flashing point is below, or at or above, 76° Fahr., and the railway staff to enter the same on the railway receipt and invoice.	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running.
	Necol household cement ..	10	9				
	Necolustre	10	9	in securely closed tins, packed in saw-dust in cases, containing not more than ½ gallon of liquid per package.			
6	Paint and varnish removers ..	10	9	Must be packed in approved cans or drums of the pattern referred to in column 4 against serial No. 3, not exceeding 50 gallons in capacity, containing not less than 10 per cent. of air space when filled and securely closed so as to prevent leakage, or in hermetically sealed tins or bottles packed in saw-dust in cases, or in securely closed tins packed in saw-dust in cases containing not more than half gallon of liquid per package, or in hermetically sealed tins of not more than 1 gallon capacity packed in saw-dust in wooden cases. A maximum of six tins may be packed in one case, provided the case is divided by wooden partitions between the tins.	The words "highly inflammable" must be distinctly marked on each package by the sender.		Not carried by passenger train.

THE SCHEDULE—*contd.*

THE SCHEDULE—(*Contd.*)

Serial No.	Description of dangerous goods.	General Classification.		The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column provided that a written declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing, transport, loading and unloading regulations.	Conditions under which and amount which may be carried. by GOODS train.	by MIXED or PASSENGER train.
1	2	3		4	5	6	7
		R. R.	O. R.				
	I.—INFLAMMABLE LIQUIDS—*contd.* Group A—*contd.*						
7	Plastic wood	10	9	In securely closed iron drums or in securely closed tins in wooden cases.	Senders to declare on the consignment note whether the flashing point is below, or at or above, 76° Fahr., and the railway staff to enter the same on the railway receipt and invoice. The words "highly inflammable" must be distinctly marked on each package by the sender.	No restriction as to quantity; The traffic must not be sheeted or loaded in covered wagons except in the case of small consignments loaded with other goods nor must it be loaded with lucifer or other matches.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. Not carried by passenger train.

THE SCHEDULE—*contd.*

8	Rubber solution composed of rubber and naphtha. ..	10	9	Must be packed in iron drums, or iron cans, strongly made and securely closed so as to prevent leakage, or in hermetically sealed tins or air-tight collapsible tubes packed in saw-dust in cases or in air-tight tins packed in saw-dust in a wooden box as an inner package, or air-tight collapsible tubes packed in saw-dust in stout card-board boxes or cartons as an inner package, each such inner package to contain not more than 1 lb. of rubber solution, and to be packed in an outer package made of wood, with sides not less than ⅝ inch thick, and ends ¾ inch thick strongly bound with hoop iron or crecent wire, and containing a total of not more than 10 lbs. of rubber solution, or in air-tight collapsible tubes, each containing not more than 1 fluid ounce of rubber solution, packed in saw-dust in stout cardboard boxes or cartons as an inner package, each such inner package to contain not more than 1 lb. of rubber solution and to be packed in an outer package made of wood with sides not less than ⅝ inch thick, and ends ¾ inch thick, strongly bound with hoop iron or crescent wire, and containing a total of not more than 30 lbs. of rubber solution.	Senders to declare on the consignment note whether the flashing point is below, or at or above, 76° Fahr., and the railway staff to enter the same on the railway receipt and invoice. The words "**highly inflammable**" must be distinctly marked on each package by the sender.	No restriction as to quantity.	By **mixed** train, no restriction as to quantity but only carried when no goods trains are running. Not carried by **passenger** train. Serial No. 10. These liquids may be carried by brake-van of **mixed** or **passenger** train in cans or drums up to a limit of 12 gallons in one train. The cans or drums must be carried in the rear brake-van which should be well ventilated. They must be placed as far as possible from other packages in the brake-van and from the rear tail light of the train.
9	Wood naphtha or wood spirit ..	9	8	Must be packed in stoneware jars or glass-stoppered bottles or in vessels of tin or copper provided with screw stoppers or corked with caps, covering their mouths soldered on.	The words "**highly inflammable**" must be distinctly marked on each package by the sender.		

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THE SCHEDULE—(*Contd.*)

Serial No.	Description of dangerous goods.	General Classification.		The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing, transport, loading and unloading regulations.	Conditions under which and amount which may be carried. by GOODS train.	Conditions under which and amount which may be carried. by MIXED or PASSENGER train.
1	2	3		4	5	6	7
		R. R.	O. R.				
	I.—INFLAMMABLE LIQUIDS—*contd.* **Group B.** ***Liquids**, the vapours of which have flashing points at 76° Fahr. and higher temperatures [subject to the proviso in section 2 (b) of the Indian Petroleum Act of 1899].* **Note.—Lubricating oils** *having a flashing point at or above 200° Fahr., shall not be deemed to be dangerous goods for the purposes of this rule.*						

THE SCHEDULE—*contd.*

40	Cements, compositions, paints, polishes, and other articles partly composed of naphtha or other inflammable liquids.	9	8	Must be packed in casks, iron drums or iron cans strongly made and securely closed so as to prevent leakage, or in hermetically sealed tins or bottles packed in saw-dust in cases, or in securely closed tins packed in saw-dust in cases containing not more than ½ gallon of liquid per package.	The word "**inflammable**" must be distinctly marked on each package by the sender.		
	Batching oil	4	2	When not loaded in tank wagons specially constructed for the carriage of dangerous goods, must be securely packed, to prevent leakage, in iron or steel drums or in strong tins or in bottles corked and sealded.	In the case of all "Kerosine Oils" and all "Petroleum and other hydro-carbon oils," senders to declare on the consignment note whether the flashing point is below, or at or above 76° Fahr., and the railway staff to enter the same on the railway receipt and invoice. "Kerosine or paraffin oil, non-dangerous" and "Petroleum and other hydro-carbon oils, non-dangerous," in quantities exceeding 500 gallons must not be accepted unless sender produces a special or general license.		By **mixed** train, whether in bulk or non-bulk, no restriction as to quantity, but only carried when no **goods** trains are running. *Note.*—"**Kerosine oil, non-dangerous**" may be carried in any quantity by **mixed** trains even when **goods** trains are running.
	Insecticides (Fluid) inflammable	4	2		The word "**inflammable**" must be distinctly marked on each package by the sender.	No restriction as to quantity.	These liquids may be carried by **brake-van** of **mixed** or **passenger** train in cans or drums up to a limit of 12 gallons in one train. The cans or drums must be carried in the rear brake-van which should be well ventilated. They must be placed as far as possi-
	Pesterine	..	..				
	Petroleum and other hydro-carbon oils, non-dangerous ..	4	2	When bottles are used, they must be packed in straw or saw-dust and enclosed in wooden cases.	If, without outer wooden cases, a layer of *durma* matting or other suitable dunnage must be placed on the floor of the vehicle and between each tier of tins, and where the goods are transhipped from one vehicle to another, the mating or other dunnage		
	Includes— Gas oil.						
	Kerosine or paraffin oil, non-dangerous.						

THE SCHEDULE—(Contd.)

Serial No.	Description of dangerous goods.	General Classification		The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing, transport, loading and unloading regulations.	Conditions under which and amount which may be carried. by GOODS train.	Conditions under which and amount which may be carried. by MIXED or PASSENGER train.
1	2	3		4	5	6	7
	I.—INFLAMMABLE LIQUIDS.—concld. Group B—concld.	R. R.	O. R.				
11	Liquid fuel.			**Liquid fuel** and Pesterine provided they have a flash point at or above 150° Fahr., may also be carried in wooden casks.	originally used at the place of loading, must also be transhipped and properly laid down.		ble from other packages in the brake-van and from the rear tail light of the train.
	Rosin oils, having a flash point below 200° Fahr. ..	8	6	**Rosin Oils** having a flash point at or above 200° Fahr. shall not be deemed to be dangerous goods.		In the case of **Kerosine** or **Paraffin oil**, other commodities including dangerous goods (not explosives) may be loaded in the same vehicle with these liquids, provided that they are well separated from them.	
	Turpene	8	6	**Rosin oils** having a flash point at or above 150° Fahr. may also be carried in wooden casks.			
12	Oil of turpentine	6	4			No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running.
	Spirits of turpentine ..						
	Rosin spirit	6	4				
	Terebine or sundryers ..	9	8	Must be packed either in iron or steel drums or tins properly soldered or in	The word "**inflammable**" must be distinctly marked	Other commodities, including dangerous goods (not explosives) may be loaded	

THE SCHEDULE—*contd.*

	Turpentine substitutes	6	4	corked or capsuled bottles, the bottles or tins being securely packed in wooden cases.	on each package by the sender.	in the same vehicle with these liquids, provided that they are well separated from them.	These liquids may be carried by **brake-van of mixed** or **passenger train** in cans or drums up to a limit of 12 gallons in one train. The cans or drums must be carried in the rear brake-van which should be well ventilated. They must be placed as far as possible from other packages in the brake-van and from the rear tail light of the train.
	Varnish	6	..				
13	Rubber solution composed of rubber and naphtha.	6	..	Must be packed in casks, iron drums, or iron cans, strongly made and securely closed so as to prevent leakage or in hermetically sealed tins or air-tight collapsible tubes packed in saw-dust in cases, or in air-tight tins packed in saw-dust in a wooden box as an inner package, or air-tight collapsible tubes, packed in saw-dust, in stout card-board boxes or cartons as an inner package, each such inner package to contain not more than 1 lb. of rubber solution, and to be packed in an outer package made of wood, with sides not less than [illegible] inch thick, and ends ¾ inch thick, strongly bound with hoop iron or crescent wire, and containing a total of not more than 10 lbs. of rubber solution, or in air-tight collapsible tubes, each containing not more than 1 fluid ounce of rubber solution, packed in saw-dust, in stout card-board boxes or cartons as an inner package, each such inner package to contain not more than 1 lb. of rubber solution, and to be packed in an outer package made of wood with sides not less than [illegible] inch thick, and end ¾ inch thick, strongly bound with hoop iron or crescent wire, and containing a total of not more than 30 lbs. of rubber solution.	Senders to declare on the consignment note whether the flashing point is below, or at or above, 76° Fahr. and the railway staff to enter the same on the railway receipt and invoice. The word "**inflammable**" must be distinctly marked on each package by the sender.	No restrictions as to quantity	By **mixed** train, no restriction as to quantity, but only carried when no **goods** trains are running. These liquids may be carried by **brake-van of mixed** or **passenger** train in cans or drums up to a limit of 12 gallons in one train. The cans or drums must be carried in the rear brake-van which should be well ventilated. They must be placed as far as possible from other packages in the brake-van and from the rear tail light of the train.

THE SCHEDULE—*contd.*

THE SCHEDULE—(*Contd.*)

Serial Nos	Description of dangerous goods.	General Classification.		The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing, transport, loading and unloading regulations.	Conditions under which and amount which may be carried. by GOODS train.	by MIXED or PASSENGER train.
1	2	3		4	5	6	7
		R. R.	O. R.				
	II.—DANGEROUS, CORROSIVE AND POISONOUS CHEMICALS.						
14	Acid, fluoric or hydrofluoric ...	10	9	Must be put into leaden or guttapercha bottles, standing upright in cases; the inside packing of the cases must be of straw, chaff or saw-dust mixed with coal, wood ashes, chalk, sand, or dry earth.	The gross weight of each package must not exceed 2 maunds.	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. By brake-van of mixed or passenger train, one case only. It must be placed as far as possible from other packages in the brake-van.
15	Acid, formic	10	9	Must be packed in casks or in carboys. The carboys should be securely bunged or stoppered and luted. May also be carried in jars or bottles packed in cases.			
				Must be well secured in stoneware jars, or glass stoppered bottles, standing upright in cases; the inside packing of			

THE SCHEDULE—*contd.*

				these cases must be of ashes, free from cinders, or of chalk, sand or dry earth.			
16	Acid hydrochloric or muriatic or spirit of salts.	10	9	The inside packing of the cases containing acid, hydrocholric or muriatic or spirit of salts may be of straw, or refuse cheap enough for packing such as grass, wood shavings, etc., and this acid may also be carried in glass or earthenware carboys of not more than 12 gallons capacity, packed securely in iron or wooden crates with straw, or refuse cheap enough for packing, such as grass, wood shavings, etc. The carboys should be securely bunged or stoppered and luted with their necks exposed.	The gross weight of each package must not exceed 2 maunds. Bottles containing "Acid hydrochloric or muriatic or spirit of salts" or "acid, nitric or aqua fortis" must be only three-fourths full to allow for expansion of vapour.	No restriction as to quantity and may be loaded in wagons containing consignments of uninflammable materials, provided it be kept separate at one end of the wagon.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. May be loaded in wagons containing consignments of uninflammable materials provided it be kept separate at one end of the wagon. By brake-van of mixed or passenger train, one case only. It must be placed as far as possible from other packages in the brake-van. *Note.*—In the case of Government consignments more than one case may be so carried, provided that the gross weight of the cases does not exceed two maunds.
	Acid, nitric or aqua fortis ..	10	9	Must be well secured in stoneware jars, or glass stoppered bottles, standing upright in cases; the inside packing of these cases must be of ashes, free from cinders, or of chalk, sand or dry earth.			

THE SCHEDULE—(*Contd.*)

Serial No.	Description of dangerous goods.	General Classification.		The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing transport, loading and unloading regulations.	Conditions under which and amount which may be carried: by GOODS train.	by MIXED or PASSENGER train.
1	2	3		4	5	6	7
		R. R.	O. R.				
	II.—DANGEROUS, CORROSIVE AND POISONOUS CHEMICALS.—*contd.*						
17	Muriate or chloride of zinc ..	4	..	In casks or iron drums or carboys. May also be carried in jars or bottles packed in cases.	....	....	By mixed train, no restriction as to quantity but only carried when no goods trains are running. May be loaded in wagons containing consignments of uninflammable materials provided it be kept separate at one end of the wagon.

THE SCHEDULE—*contd.*

18	Acid, acetic	8	6	(*i*) Must be well secured in stoneware jars, or glass-stoppered bottles, standing upright in cases; the inside packing of these cases must be of straw, chaff, or saw-dust mixed with coal, wood-ashes, chalk or sand.	The gross weight of each package must not exceed 2 maunds.	No restriction as to quantity and may be loaded in wagon containing consignments of uninflammable materials provided it be kept separate at one end of the wagon.	By brake-van of mixed or passenger train, one case only. It must be placed as far as possible from other packages in the brake-van.
	Acid, carbolic	8	6				
	Acid, cresylic	10	9				
	Amorphous phosphorus ..	10	9	(*ii*) Amorphous phosphorus and phosphorus may also be carried—			
	Bromine	10	9				
	Chloride of sulphur ..	10	9	(*a*) in strong tins hermetically sealed, and properly packed in saw-dust in wooden cases of sufficient strength to withstand rough usage. (*b*) also in Iron drums hermetically sealed and of sufficient strength to withstand rough usage.	Bottles containing "Bromine" must be only three-fourths full to allow for expansion of vapour.		*Note.*—Serial No. 18. In the case of Government consignments more than one case may be so carried, provided that the gross weight of the cases does not exceed two maunds.
	Perchloride of iron ..	8	6	(*iii*) Carbolic acid may also be carried in iron or steel drums or casks.			
	Phosphorus	10	9	(*iv*) Acid, Acetic (including glacial acetic acid) may also be carried in carboys stoppered with corks, the carboys and corks to be protected by wicker coverings.			
	Phosphorus Pentachloride ..						
	Phosphorus Trichloride ..						
19	Cyanide of copper solid .. Cyanide of lime solid .. Cyanide of potassium solid .. Cyanide of sodium solid .. Cyanide of zinc solid .. Cyanide of copper and zinc (brass salts) solid. ..	8	6	(*i*) In air-tight tin or zinc cases, packed in substantial wooden cases, iron bound, not containing more than 2 cwts. each. (*ii*) In air and water-tight iron drums ..	Cyanides must not be contained in the same packages with Acids. All packages must be branded or marked in conspicuous characters with the words "Poison," "Must not be loaded with foodstuff or foodstuff empties, nor with acids."	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains, are running.
	Cyanide of copper solid .. Cyanide of lime solid .. Cyanide of potassium solid .. Cyanide of sodium solid .. Cyanide of zinc solid .. Cyanide of copper and zinc (brass salts) solid. ..	9	8	In air-tight tins, packed in boxes ..		Cyanides should not be loaded with explosives or inflammable liquids, textile fabrics, leather and rubber goods or other goods liable to be damaged thereby. If it is necessary to load them in the same wagon with such articles they must be kept quite apart therefrom.	
	Cyanide of copper solid .. Cyanide of lime solid .. Cyanide of potassium solid .. Cyanide of sodium solid .. Cyanide of zinc solid .. Cyanide of copper and zinc (brass salts) solid ..	10	9	In hermetically sealed jars or bottles packed in boxes.			

THE SCHEDULE—(*Contd.*)

Serial No.	Description of dangerous goods.	General Classification.		The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing, transport, loading and unloading regulations.	Conditions under which and amount which may be carried.	
						by GOODS train.	by MIXED or PASSENGER train.
1	2	3		4	5	6	7
		R. R.	O. R.				
	II.—DANGEROUS, CORROSIVE AND POISONOUS CHEMICALS.—*contd.*						
20	Ammonia in solution ...	10	9	(*i*) In metal drums or metal bottles with caps soldered on, standing upright in cases, the inside packing must be of straw, chaff or saw-dust mixed with coal, wood ashes, chalk or sand. (*ii*) In iron or steel drums not exceeding 100 gallons in capacity and capable of withstanding a pressure of 60 lbs. per square inch without leakage and filled to not more than $\frac{9}{10}$ths of their capacity. (*iii*) In approved tank wagons of about 8 tons capacity.	The gross weight of each package must not exceed 2 maunds. Bottles containing "ammonia in solution" must be only three-fourths full to allow for expansion of vapour. Tank wagons both full and empty should not be ac-	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. By brake-van of mixed or passenger train, one case only. It must be placed as far as possible from other packages in the brake-van. Foodstuffs or empties which have contained foodstuffs must not be loaded in the same wagon. Other goods

THE SCHEDULE—*contd.*

					cepted for conveyance unless all inlets and outlets are securely closed water-tight.		liable to be damaged, if loaded in the same wagon, must be kept quite apart.
21	Acid, phosphoric ...	8	6	In cases			
	Acid sulphurous (solution) ...	10	9	... ...	...	No restriction as to quantity and may be loaded in wagons containing consignments of uninflammable materials provided it be kept separate at one end of the wagon.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. May be loaded in wagons containing consignments of uninflammable materials provided it be kept separate at one end of the wagon. By brake-van of mixed or passenger train, one case only. It must be placed as far as possible from other packages in the brake-van.
22	Acid, sulphuric or oil of vitriol or vitriol.	8	6	(*i*) Must be well secured in stoneware jars or glass stoppered bottles, standing upright in cases, and the inside packing of these cases must be of ashes, free from cinders, or of chalk, sand, or dry earth. In the case of Sulphuric acid, diluted with not less than twice its volume of water of a specific gravity of 1·250 or below which must be certified in writing by the consignor, the inside packing of the cases containing such acid may be straw, or refuse cheap enough for packing, such as grass, wood shavings, etc., instead of ashes free from cinders or chalk, sand, or dry earth.	The weight of each case when packed in accordance with clause (*i*) or (*ii*) of column 4 must not exceed 2½ maunds; but when packed in accordance with clause (*iii*) the net weight of the acid must not exceed 112 lbs. When packed in accordance with clause (*o*), the weight of each drum must not exceed 1,400 lbs.	No restriction as to quantity and may be loaded in wagons containing consignments of uninflammable materials provided it be kept separate at one end of the wagon.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. May be loaded in wagons containing consignments of uninflammable materials provided it be kept separate at one end of the wagon.

THE SCHEDULE—(*Contd.*)

Serial No.	Description of dangerous goods.	General Classification.		The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing transport, loading and unloading regulations.	Conditions under which and amount which may be carried.	
						by GOODS train.	by MIXED or PASSENGER train.
1	2	3		4	5	6	7
		R. R.	O. R.				
	II.—DANGEROUS, CORROSIVE AND POISONOUS CHEMICALS.—*contd.*						
				(*ii*) May also be carried in glass or earthenware carboys of not more than 12 gallons capacity, packed securely in iron or wooden crates with straw, or refuse cheap enough for packing, such as grass, wood shavings, etc. May also be carried in earthenware jars or carboys of less than 12 gallons capacity, firmly packed in straw in wooden racks fixed in the wagons. The carboys should be securely bunged or stoppered and luted, with their necks exposed. (*iii*) May also be packed in hermetically sealed cisterns made of lead weighing 5 lbs. per square foot, enclosed in wooden cases made of one inch thick boards bound with half-inch hoop-iron, the			By brake-van of mixed or passenger train, one case only. It must be placed as far as possible from other packages in the brake-van. Acid, sulphuric concentrated when packed in accordance with clause (*v*) given under column 4 cannot be carried by brake-van of mixed or pas-

THE SCHEDULE—*contd.*

			Sides of the case being so constructed that the grain runs horizontally on two sides and vertically on the other two. (*iv*) Must not be put into jars with cork or wooden stoppers. (*v*) **Acid sulphuric concentrated,** *i.e.,* of a specific gravity not less than 1·750 at 15°C which must be certified in writing by the consignor may be packed in approved steel drums. The gross weight per drum not to exceed 1,400 lbs. The drums not to be accepted unless in good condition and free from rust. An air space of 5 per cent. must be left in drums, when filled. Returned empties will not be accepted for conveyance unless they have been thoroughly cleaned and are securely bunged or otherwise closed air-tight. They must not be loaded with the bung downwards. **Specification of steel drums for the conveyance of sulphuric acid:—** 1. The drums must be made of best quality mild steel sheets. 2. All drums must be welded or rivetted. 3. Thickness of metal must be not less than 12 B. G. (2·517 m.m.) for body and 10 B. G. (3.175 m.m.) for ends. 4. The ends must be flanged, let into the body of the drum from 1 to 1¼ ins., and strengthened by welded steel hoops either securely shrunk on to the body of the drum with projecting heads to cover the ends, or welded to the body of the drum. 5. Two solid rolling hoops must be shrunk on to the body of each drum.			senger train. *Note I.*—In the case of Government consignments more than one case may be so carried, provided that the gross weight of the cases does not exceed two maunds. *Note II.*—Charged accumulators for use in motor cars may be carried by passenger train with general merchandise, provided they are packed in cases with pent top roof, the case containing a layer of lime four inches deep, the remainder being filled with straw.

THE SCHEDULE—*contd*.

THE SCHEDULE—(*Contd.*)

Serial No.	Description of dangerous goods.	General Classification.		The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing transport, loading and unloading regulations.	Conditions under which and amount which may be carried. by GOODS train.	by MIXED or PASSENGER train.
1	2	3		4	5	6	7
	II.—DANGEROUS, CORROSIVE AND POISONOUS CHEMICALS.—*contd.*	R. R.	O. R.	6. Each drum must be provided with a well-fitting screwed steel plug and steel boss, the boss to be welded to the drum. The plug, when screwed home, must not project beyond the rolling hoops or chime. 7. Each drum must be tested under internal pressure of 20 lbs. per square inch and proved air-tight, and this test must be repeated whenever the drum shows signs of deterioration and at intervals of not more than six months. 8. The outside of each drum must be painted or varnished, and the paint or varnish must be renewed as often as is necessary to preserve the drum from rusting. (*vi*) May also be carried in tank wagons of an approved design and of a carrying capacity not exceeding 20 tons.			

THE SCHEDULE *contd.*

23	Arsenic ...	...	6	...	Must be packed in cases, casks or iron drums, and must not be carried in bags. May also be carried in jars or bottles packed in cases.	The word "Poison" must be distinctly marked on each package by the sender.	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. May be despatched by brake-van of mixed or passenger train in any quantity at any time, if desired.
							The cases, casks, or iron drums must not be loaded with other goods liable to be damaged thereby (such as foodstuffs, textile fabrics, leather and rubber goods) or with inflammable liquids.	
24	Barium carbonate ...	...	...	...	In cask or close texture sacks	...	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. These substances may be carried by brake-van of mixed or passenger train in hermetically sealed rectangular tins with circular lever lid soldered all round the edge; contents of tin not to exceed 28 lbs.
	Lead oxide ...	...	...	...				
							The substances should not be loaded with Foodstuffs, Foodstuff empties, Explosives, Inflammable liquids or other goods likely to be damaged in the event of leakage. If it is necessary to load them in the same wagon with such articles they must be kept quite apart therefrom.	

THE SCHEDULE—*contd.*

THE SCHEDULE—(*Contd.*)

Serial No.	Description of dangerous goods.	General Classification.		The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing transport, loading and unloading regulations.	Conditions under which and amount which may be carried. by GOODS train.	Conditions under which and amount which may be carried. by MIXED or PASSENGER train.
1	2	3		4	5	6	7
	II.—DANGEROUS, CORROSIVE AND POISONOUS CHEMICALS.—*contd.*	R. R.	O. R.				
25	Bisulphite of lime solution saturated with sulphur dioxide gas	4	..	Must be packed in casks or in glass bottles (not carboys) packed in cases or hampers.	....	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. By brake-van of mixed or passenger train, one case only. It must be placed as far as possible from other packages in the brake-van.
26	Chlorate of barium ..	10	9	Must be packed in iron drums or paper-lined casks, of sufficient strength not to allow any of their contents to escape through wear and tear of transport. May also be carried in jars or bottles packed in cases.	Chlorates must not be loaded in the same vehicle with combustible materials, with sugar or sulphur, or with sulphuric acid (vitriol, or oil of vitriol), hydrochloric acid (muriatic acid or spirit of salts) or nitric acid (aqua-fortis).	No restriction as to quantity.	(as above)
	Chlorate of potash ..	10	9				
	Chlorate of soda	10	9				
27	Nitrate of barium	10	9	Must be packed in cases, casks, or iron drums, and must not be carried in bags. May also be carried in jars or bottles packed in cases.	....	No restriction as to quantity.	(as above)
	Nitrate of lead	10	9				
	Nitrate of iron	10	9				

THE SCHEDULE—*contd.*

28	Nitrate of soda (other than manures.)	2	..	Must be packed in bags or casks or in tins packed in cases. May also be carried in jars or bottles packed in cases.	...	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. By brake-van of mixed or passenger train, one case only. It must be placed as far as possible from other packages in the brake-van.
29	Muriate of tin or tin liquor ..	10	9	Must be packed in casks or iron drums .. May also be carried in jars or bottles packed in cases.	...		
30	Potassium	10	9	Must be packed in iron drums hermetically sealed. Any quantities under four pounds for chemical purposes, may also be packed in mineral oil in stoppered bottles contained in tin cases.	...		
31	Sodium	10	9	Must be packed in iron drums enclosed in strong wooden cases, or in approved air-tight and water-tight iron drums, packed in strong wooden cases, also in approved steel cases, each containing not more than 3 cwts., of sodium, closed with air-tight locked lever-lids. Any quantity under four pounds, for chemical purposes, may also be packed in mineral oil in stoppered bottles contained in tin cases.	...		By mixed train, no restriction as to quantity but only carried when no goods trains are running. By brake-van of mixed or passenger train, one case only. It must be placed as far as possible from other packages in the brake-van. Acidol must not be loaded with food-stuffs.
32	Acidol	6	..	Must be packed in cases or casks ..	The word "Poison" must be distinctly marked on each package by the sender.		
	Oxalic acid	6	..	May also be carried in jars or bottles packed in cases.			
33	Nitrate of potash, nitre or saltpetre, refined.	2	..	Must be packed in bags or casks ..	...	No restriction as to quantity.	By brake-van of mixed or passenger train, one case only. It must be placed as far as possible from other packages in the brake-van.
	Saltpetre, crude	1	..	May also be carried in jars or bottles packed in cases.		Other commodities including dangerous goods (not explosives) may be loaded in the same vehicle with nitrate of potash, nitre or saltpetre refined, and saltpetre crude, provided that they are well separated from it.	

THE SCHEDULE—*contd.*

THE SCHEDULE—(*Contd.*)

Serial No.	Description of dangerous goods.	General Classification.		The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing transport, loading and unloading regulations.	Conditions under which and amount which may be carried. by GOODS train.	by MIXED or PASSENGER train.
1	2	3		4	5	6	7
		R. R.	O. R.				
	II.—DANGEROUS, CORROSIVE AND POISONOUS CHEMICALS.—*contd.*						
34	Aniline salt (aniline hydrochloride).	8	6	In thoroughly sound casks or cases of sufficient strength to withstand rough usage. May also be packed in jars or bottles in cases.	Aniline salt is poisonous it also stains pipe wood, and some kinds of paper yellow and gives off vapour which produce a similar effect. Packages containing this chemical must, therefore, be kept quite apart from other goods, including articles of food, and if any leakage from a package should occur steps must at once be taken to remove from the vicinity all articles which might be damaged by the substance or its vapour.	No restriction as to quantity;	By *mixed* train, no restriction as to quantity but only carried when no goods trains are running. Not carried by passenger train

THE SCHEDULE—*contd.*

35	Caustic soda liquor ..	4	2	In strong iron drums up to 50 gallons capacity securely closed so as to prevent leakage. In tank wagons of approved design.	Tank wagons both full and empty will not be accepted for conveyance unless all inlet and outlet are securely closed water-tight. The words '**Caustic soda liquor**' or **Caustic potash liquor**' should be painted very conspicuously on the tank portion of the wagon.	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. Not carried by passenger train.
	Caustic potash liquor ..	4	2				
36	Paint and varnish removers, corrosive non-inflammable.	..	..	In casks or drums .. .. In tins in cases or hampers .. .. In jars, not exceeding 7 gallons capacity or carboys.	....	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running.
						The articles should not be loaded with Foodstuffs, Foodstuff empties, Explosives, Inflammable liquids or other goods likely to be damaged in the event of leakage. If it is necessary to load them in the same wagon with such articles, they must be kept quite apart from them.	
37	Hydrogen peroxide solution, exceeding 40 volumes strength	..	..	In carboys (with an effective vent in the bung) each containing not more than 130 lbs.	....	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. Not carried by passenger train.
						The substance should not be loaded with Foodstuffs, Foodstuff empties, Explosives, Inflammable liquids or other goods likely to be damaged in the event of leakage. If it is necessary to load it in the same wagon with such articles it must be kept quite apart therefrom.	

THE SCHEDULE—(Contd.)

Serial No.	Description of dangerous goods.	General Classification.		The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing transport, loading and unloading regulations.	Conditions under which and amount which may be carried. by GOODS train.	by MIXED or PASSENGER train.
1	2	3		4	5	6	7
		R. R.	O. R.				
	II.—DANGEROUS, CORROSIVE AND POISONOUS CHEMICAL—contd.						
38	Charges and Refills for Chemical Fire Extinguishers.	..	..	Bottles or bulbs, each containing not more than 4 ozs. of acid, with or without Carbon Tetrachloride, with the necessary charge of Sodium Bicarbonate, in tins or cardboard cartons in cases.	The gross weights of each package must not exceed 2½ maunds.	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. By brake-van of mixed or passenger train one case only. It must be placed as far as possible from other packages in the brake-van;

THE SCHEDULE—*contd.*

						The substance should not be loaded with Foodstuffs, Foodstuff empties, Explosives, Inflammable liquids, or other goods likely to be damaged in the event of leakage. If it is necessary to load it in the same wagon with such articles it must be kept quite apart therefrom.	
	III.—MISCELLANEOUS DANGEROUS ARTICLES.						
39	Acetylene, compressed into porous substances, subject to the conditions specified in the Government of India, Department of Commerce and Industry, Notification No. 596/D, dated the 6th December 1919.	9	8	Must be packed in steel cylinders contained (*i*) in a crate in such a manner that the label is plainly visible, or (*ii*) in a covering made of closely plaited 1 inch (circumference) hemp or coir to which an additional metal label marked as directed in column 5, is attached by wire, or rivets or (*iii*) in a strong wooden case with additional metal label marked, as directed in column 5, on the outside thereof.	Every cylinder shall have permanently and conspicuously marked upon it or upon a brass plate soldered to it the name of the manufacturer and the words "Acetylene compressed into porous substance exempted by the notification of the Government of India in the Department of Commerce and Industry, No. 596/D, dated the 6th December 1919" and every cylinder shall bear a label giving the date when it was last charged together with the name of the firm by which it was charged, the address of the last charging station and the maximum pressure allowed in the cylinder. Every cylinder capable when empty of containing one cubic foot of water or more and manufactured after the date of this notification shall have stamped upon it the name or the trade mark of the manufacturer and the serial number of the cylinder.	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. Not carried by passenger train.

THE SCHEDULE—*contd.*

THE SCHEDULE.—(*Contd*)

Serial No.	Description of dangerous goods.	General Classification.		The Indian Ordanance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written Declaration of the contents of the package is given by a duly authorised officer and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing transport loading and unloading regulations.	Conditions under which and amount which may be carried. by GOODS train.	by MIXED or PASSENGER train.
1	2	3		4	5	6	7
	III.—MISCELANEOUS DANGEROUS ARTICLES. —*contd.*	O. R.	R. R.				
				Must be packed in hermetically closed metal drums or metal cases sufficiently strong to remain in that condition through ordinary wear and tear of transport, so that the contents cannot be affected by air or moisture.	No drum or case must contain a quantity exceeding 224 lbs. These chemicals while in the possession of a railway for transport, must be stacked in the open under water-proof sheets and so placed as to prevent their getting wet.		
40	Carbide of calcium ..	6	4	There must be no copper in the composition of any drum or case containing these chemicals.	If any carbide of calcium becomes wetted while in the possession of a railway for transport it shall be destroyed by immersion in deep water. If, however, deep water is		By mixed train, no restriction as to quantity but only carried when no goods trains are running.
	Calcium phosphide ..	8	6	The label on each hermetically closed metal drum or metal case must bear in			

THE SCHEDULE—*contd.*

			conspicuous characters, the words "*Dangerous if not kept dry*" and with the following caution:— "*The contents of this drum (or case) are liable if brought into contact with moisture, to give off a highly inflammable gas.*" The name and address of the sender should also be labelled on each drum or case.	not available, the wet carbide of calcium shall be spread out in the open in an isolated position, all precautions being taken to prevent lights being brought near until the material has given off all its gas. **Note.**—*The fact of carbide of calcium having become wet will be indicated by the outward appearance of the drum or case and probably by a disagreeable odour showing a leakage of gas.* Vehicles used for the carriage of these chemicals must be thoroughly ventilated and rendered impervious to rain.	No restriction as to quantity.	By brake-van of mixed or passenger train, subject to a limit of 450 lbs per train. The drums or cases must be placed as far as possible from other packages in the brake-van.
			(*a*) These gases must be packed in cylinders. (*b*) Cylinders must be made of wrought iron or mild steel of the best quality and must comply in every other respect with the conditions set out in Appendix IV, and must not exceed 8 feet in length and 10 inches in diameter. (*c*) Cylinders must be separately and securely packed in a strong wooden case or in a covering made of closely plaited 1 inch (circumference) hemp or coir or in double jute gunnies except that—		No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running.

THE SCHEDULE.—(*Contd.*)

Serial No.	Description of dangerous goods.	General Classification.		The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written Declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing, transport, loading and unloading regulations	Conditions under which and amount which may be carried. by GOODS train.	Conditions under which and amount which may be carried. by MIXED or PASSENGER train.
1	2	3		4	5	6	7
		R.R.	O.R.				
	III.—MISCELLANEOUS DANGEROUS ARTICLES.—*concld.*						
41	Ammonia anhydrous liquefied	10	9	(*i*) Several small cylinders not exceeding 24 inches in length and 4 inches in diameter may be packed in one box, provided that each cylinder is contained in a separate compartment or is separately encased in closely plaited 1 inch (circumference) hemp or coir or in double jute gunnies. Each box must not contain more than 25 small cylinders and the gross weight of each box and contents must not exceed 3½ maunds.	Cylinders must be carefully handled, and must not be placed near a fire or exposed to other source of heat.	Other commodities, including dangerous goods (not explosives) may be loaded in the same vehicle with cylinders containing "Ammonia anhydrous liquefied," "Ammonia gas compressed," "Compressed atmospheric air," "Compressed or liquefied carbonic acid gas," "Hydrogen gas compressed" or "Oxygen gas compressed," provided that not	"Ammonia anhydrous liquefied," "Ammonia gas compressed," "Compressed atmospheric air," "Compressed or liquefied carbonic acid gas (carbon dioxide)," "Hydrogen gas compressed" or "Oxygen gas compressed" may be allowed, as exceptions to the other compressed gases, to be carried in the rear brake-van of mixed or pas-
	Ammonia gas, compressed ..	10	9				
	Liquified or compressed Chlorine	10	9				
	Compressed atmospheric air ..	10	9				
	Compressed or liquefied carbonic acid gas (carbon dioxide)	4	..	(*ii*) Small cylinders not exceeding 12 inches in length and 3 inches in diameter containing nitrousoxide may be packed in wicker-work baskets containing two such cylinders in separate compartments.			
	Compressed, coal gas ..	10	9				

THE SCHEDULE—*contd*.

	Nitrous oxide gas compressed or liquefied	10	9	(*d*) Cylinders containing compressed atmospheric air, coal gas, hydrogen, or oxygen, must not be charged to a greater pressure than 1,800 lbs. per square inch		more than ten cylinders in all are loaded in the same vehicle and that they are well separated from the other commodities.	senger trains, subject to a limit of 10 cylinders per van. The cylinders must be placed as far as possible from other packages in the brake-van.
	Compressed or liquefied sulphurous and gas (sulphur dioxide)	10	9				
	Hydrogen gas compressed ..	10	9	(*e*) No cylinder may contain per pound of water capacity, more than $\frac{2}{3}$ lb. of carbon dioxide (carbonic acid gas); $\frac{1}{2}$ lb. of anhydrous ammonia; $\frac{3}{4}$ lb. of nitrous oxide; or $1\frac{1}{4}$ lbs. sulphur dioxide (sulphurous acid gas), respectively.			
	Oxygen gas compressed ..	10	9	(*f*) In the case of cylinders for anhydrous ammonia the greatest pressure of gas must be assumed as 1,000 lbs. per square inch and at that pressure the stress in the metal must not exceed 6 tons per square inch for wrought iron or 7 tons per square inch for steel.			
42	Liquid air or liquid oxygen ..	10	9	In the following railway regulations the term liquid air must not be defined too strictly, but may be taken to include liquid oxygen as well as liquid air:— The liquid air to be contained in:— (*a*) Double-walled glass vacuum vessels, each vessel to be packed and loosely plugged with animal (not cotton) wool. Each vacuum vessel either to be contained in a stout wooden box, the neck of the vessel to project through the lid of the box, or supported in a wire frame padded with wool, and enclosed in a strong metal case with open grid at top, and provided with a convenient handle. The packages to be labelled:— "Liquid Air. To be carefully handelled and kept cool." or		Owing to the necessity for expeditious transit, there is no provision made in the railway regulations for the conveyance of liquid air by goods train.	By mixed or passenger train, no restriction as to quantity.

THE SCHEDULE.—(*Contd.*)

Serial No.	Description of dangerous goods.	General Classification.		The Indian Ordanance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written Declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods. General packing regulations.	Supplementary packing transport, loading and unloading regulations.	Conditions under which and amount which may be carried. by GOODS train.	by MIXED or PASSENGER train.
1	2	3		4	5	6	7
	III.—MISCELLANEOUS DANGEROUS ARTICLES.—*concld.*	R.R.	O.R.	(*b*) Double-walled vacuum vessels of steel, copper, or copper alloys; the vessels not to exceed 65 lbs. in capacity nor to be more than four-fifths full. Each vessel to be contained in a stout cylindrical wicker basket with vertical sides and conical top; not more than 3 inches of the neck of the vessel to project through the conical top of the basket; and to be enclosed in a wicker or metal cage standing not less than 1 inch clear of the open end · the vessel to be packed in the basket with slag wool each basket to be labelled on the conical top part in 1 inch letters :— " Liquid Air. Caution. (Red letters) Keep Upright. Keep cool. Handle with care,"			

THE SCHEDULE—*contd.*

43	Ferro-silicon 30 per cent. and under; 65 per cent. and over.	10	9	In casks, cases or bags	(1) Must not be conveyed in closed trucks or box wagons. (2) The grade of ferro-silli-con must be stated on the consignment note. (3) Ferro-silicon between 30 per cent. and 65 per cent. must not be accepted in casks or cases, unless the casks or cases are perforated with not less than 4 one-inch holes, and Ferro-silicon (all grades) must not be accepted in iron drums.	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. Not carried by passenger train.
	Ferro-silicon between 30 per cent. and 65 per cent.	10	9	In casks or cases, perforated with one icnh holes.			
44	Meta fuel (solid aldephydic fuel in block form).	6	4	The cardboard packets containing **Meta fuel** must be packed in metal lined strong cases made of wood not less than ⅛ inch thick, the metal lining should be hermetically sealed.	The word **Meta fuel** must be distinctly marked on each package by the sender.	No restriction as to quantity.	.. ..
45	Zinc dust or tutty powder ..	8	6	In air-tight and damp-proof casks or cases.	Must not be accepted for conveyance when packed in bags.	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. Not carried by passenger train.
46	Matches, safety	9	8	(1) Must be packed in strong dust-tight wooden cases which in the case of **matches, non-safety,** must have a metal lining.	....	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. Not carried by passenger train.
	Matches, non-safety ..	9	8				

THE SCHEDULE.—(*Concld.*)

Serial No.	Description of dangerous goods.	General Classification.		General packing regulations. (The Indian Ordnance and Medical Departments, and the Stores Department of the India Office, are exempt from the rules in this column, provided that a written Declaration of the contents of the package is given by a duly authorised officer, and that it is certified on the consignment note that the goods have been packed in accordance with the departmental regulations relating to the packing of such goods.)	Supplementary packing transport, loading and unloading regulations.	Conditions under which and amount which may be carried. by GOODS train.	Conditions under which and amount which may be carried. by MIXED or PASSENGER train.
1	2	3		4	5	6	7
	III.—MISCELLANEOUS DANGEROUS ARTICLES.—*contd.*	R.R.	O.R.				
	Note.—*Matches which ignite by simple friction and Bengal lights which, while not ordinarily igniting by simple friction, are capable of doing so under chemical decomposition and are liable to spontaneous combustion should be considered as coming within the class "Matches, non-safety," while those which require to be rubbed on the prepared surface of the box which contains them to be ignited and provided the consignor furnishes a signed certificate that the matches are packed in well made match boxes should be considered as coming within the class "Matches, safety."*			(2) The outer wooden cases used for the carriage of matches shall be of the following thickness of wood; if gross weight of case with contents does not exceed 5 maunds in weight, $\frac{3}{8}$ inch thick throughout; if gross weight of case with contents exceeds 5 maunds, [illegible] inch thick throughout; (3) **Matches, safety** may, however, be carried in the tins in which they are imported, provided that such tins are strong enough as outer packages, that they do not exceed a limit in size of 2 × 1' × 1' weighing approximately 13½ seers and do not contain more than 120 packets of "Matches, safety."		In the case of **matches safety**, other commodities including dangerous goods (not explosives) may be loaded in the same vehicle, provided that they are well separated from them. Sample parcels of **matches, safety**, may be carried by mixed or passenger train under the following conditions:— (1) A sample to consist of one packet, *i.e.*, 12 boxes. (2) It shall be packed in a strong wooden box containing an inner case of zinc or tin which shall be hermetically sealed. The thickness of the wood of the outer case shall not be less than ¼ inch	

THE SCHEDULE—*concld.*

47	Oily Bagging	9	8	Only carried if packed in metal drums	—	No restriction as to quantity.	By mixed train, no restriction as to quantity but only carried when no goods trains are running. Not carried by passenger train.
	,, Canvas	9	8				
	,, Covers	9	8				
	,, Paper	9	8				
	,, Rags	9	8				
	,, Waste	9	8				

*(3) Not more than 50 sample parcels shall be carried in a brake van at any one time. They shall be placed by themselves and as far away as possible from other goods in the van.

APPENDIX I.

[*See rule* 14 (1).]

Consignment note for Dangerous, Explosive and Combustible articles.

——————Railway——————

To the——————Railway Administration——————Station.

Dated——————19 .

The——————Railway Administration are requested to receive for despatch to——————Station on the——————Railway the following packages consigned to——————of——————containing the dangero us, explosive or combustible articles which are specified below, and I hereby declare that the contents of the packages are known to me, that the conditions laid down in the General Rule sanctioned by the Governor-General in Council for the packing and carriage of dangerous, explosive and combustible articles have been complied with and that the actual weight of the article contained in each separate package or case is entered herein. *I also declare that* $\frac{\textit{the original}}{\textit{the true copy of the}}$ *certificate signed by*—————— *which now accompanies this consignment refers to samples of the*—————— *forwarded under this Consignment Note* :—

By whom consigned.	To whom consigned.	Station and address.	No. of articles.	Description and marks.	Sender's weight.		Carriage to be paid by.
					Mds.	Srs.	

Note.—The words printed in italics should be scored out where they are not required.

I do hereby certify, that I have satisfied myself that the description, marks and weight or quanity of goods consigned by me have been correctly entered in this Consignment Note.

(Space for printing foregoing certificate in the necessary vernaculars.)

Signature of Sender or Deliverer of Goods——————

Address——————

Date——————

The attention of the Sender or Deliverer of the goods is invited to the principal terms and conditions applying to the carriage of goods by railway, which are set forth in the Public Notice * on the back of this document.

*Not printed.

No alteration is to be made in the above entries after this Consignment Note has been signed by the Consignor.

The forms below to be filled up by railway staff only.

Description.	No. of articles.	Marks.	Class.	Actual weight.		Weight charged.		Rate per maund.	Paid.		To pay.		Remarks as to condition, etc.	Receipt number.	Invoice number and date.		Wagon number.
				Maunds.	Seers.	Maunds.	Seers.		Rs.	a.	Rs.	a.			No.	Date.	

No. of articles.	Description.	Weight.		Particulars of Weighment.
		Maunds.	Seers.	
				Checked by .... Date ....
				Weighed by .... " ....
				Loaded by .... " ....
				Invoiced by .... " ....
				Receipt No. .... " ....
				Invoice No. .... " ....
				Wagon No. .... " ....

APPENDIX II.

[See *rule* 14 (2).]

RISK NOTE FORM "D".

[*Approved by the Governor-General in Council under section* 72 (2) (*b*) *of the Indian Railways Act*, 1890.]

(To be used when the Sender elects to despatch at a "special reduced" or "Owner's risk" rate dangerous, explosive or combustible articles for which an alternative "Ordinary" or "Risk acceptance" rate is quoted in the Tariff.)

————————Station.

————19 .

Whereas the consignment of—

————————tendered by me/us as per Forwarding Order No.— —of this date, for despatch by the —Railway Administration— ————station, and for which I/we have received Railway Receipt No.— —of same date, is charged at a special reduced rate instead of at the ordinary tariff rate chargeable for such consignments, I/we the undersigned, do, in consideration of such lower charge, agree and undertake to hold the said Railway Administration harmless and free from all responsibility for any loss, destruction, or deterioration of, or damage to, the said consignment from any cause whatever except upon proof that such loss, destruction, deterioration or damage arose from the misconduct of the Railway Administration's servants, provided that in the following cases :—

(*a*) Non-delivery of the whole of the said consignment or of the whole of one or more packages forming part of the said consignment packed in accordance with the rules and regulations for the time being in force for the packing of dangerous, explosive or combustible articles, where such non-delivery is not due to accidents to trains or to fire.

(*b*) Pilferage from a package or packages forming part of the said consignment properly packed as in (*a*) when such pilferage is pointed out to the servants of the Railway Administration on or before delivery,

the Railway Administration shall be bound to disclose to the consignor how the consignment was dealt with throughout the time it was in its possession or control and, if necessary, to give evidence thereof before the consignor is called upon to prove misconduct, but, if misconduct on the part of the Railway Administration or its servants cannot be fairly inferred from such evidence, the burden of proving such misconduct shall lie upon the consignor.

I/we further agree to accept responsibility for any consequences to the property of the aforesaid Railway Administrations, or to the property of other persons that may be in the course of conveyance, which may be caused by the explosion of, or otherwise by, the said consignment, and that all risk and responsibility whether to the Railway Administration, to their servants or to others, remain solely and entirely with me/us.

This agreement shall be deemed to be made separately with all Railway Administrations or transport agents or other persons who shall be carriers for any portion of the transit.

Signature of Sender——————Profession——————

Rank or { Father's name——————
Caste———Age——— Residence——————

Witness. **Witness.**

(Signature)—————— (Signature)——————

(Address)—————— (Address)——————

(To be filled up by Goods Clerk.)

Particulars of packing——————

——————Goods Clerk.

Date——————

[*See rule* 14 (2).]

RISK NOTE FORM "G".

[*Approved by the Governor-General in Council under section* 72 (2) (*b*) *of the Indian Railways Act,* 1890.]

(To be used as an alternative to Risk Note Form D, in the case of dangerous, explosive or combustible articles, for which an alternative "Ordinary" or "Risk acceptance" rate is quoted in the Tariff, when the sender desires to enter into a general agreement instead of executing a separate Risk Note for each consignment.)

——————————**Station**.

——————————19 .

Whereas all consignments of——————————————

——————————for which the Railway Administration quotes both Owner's risk or special reduced rates and Railway risk or ordinary rates are (unless I/we shall have entered into a special contract in relation to any particular consignment) despatched by me/us at my/our own risk and are charged for by the said Railway Administration at special reduced or owner's risk rates, instead of at ordinary tariff or Railway risk rates, I/we the undersigned, in consideration of such consignments being charged for at the special reduced or Owner's risk rates, do hereby agree and undertake to hold the said Railway Administration harmless and free from all responsibility for any loss, destruction or deterioration of, or damage to, all or any of such consignments from any cause whatever except upon proof that such loss, destruction, deterioration or damage arose from the misconduct of the Railway Administration's servants ; provided that in the following cases :—

(*a*) Non-delivery of the whole of a consignment or of the whole of one or more packages forming part of a consignment packed in accordance with the rules and regulations for the time being in force for the packing of dangerous, explosive or combustible articles, where such non-delivery is not due to accidents to trains or to fire.

(*b*) Pilferage from a package or packages forming part of a consignment properly packed as in (*a*) when such pilferage is pointed out to the servants of the Railway Administration on or before delivery,

the Railway Administration shall be bound to disclose to the consignor how the consignment was dealt with throughout the time it was in its possession or control and, if necessary, to give evidence thereof before the consignor is called upon to prove misconduct, but, if misconduct on the part of the Railway Administration or its servants cannot be fairly inferred from such evidence, the burden of proving such misconduct shall lie upon the consignor.

$\frac{I}{We}$ further agree to accept responsibility for any consequences to the property of the aforesaid Railway Administration, or to the property of other persons that may be in the course of conveyance, which may be caused by the explosion of, or otherwise by, all or any of the said consignments, and that all risk and responsibility, whether to the Railway Administration, to their servants or to others, remain solely and entirely with $\frac{me}{us}$.

This agreement shall be deemed to be made separately with all Railway Administrations or transport agents or other persons who shall be carriers for any portion of the transit.

Signature of Sender———————— Profession————————

Rank or { Father's name————————————————
Caste————Age———— Residence————————

Witness. **Witness.**

(Signature)———————— (Signature)————————

(Residence)———————— (Residence)————————

APPENDIX III.

(*See rule* 15.)

Certificate for compressed gases.

Certified that the cylinder/cylinders containing———————————— tendered by me/us as per Forwarding Order No.————of this date to the——————————Railway for despatch to——————————Station has/have been packed and tested in accordance, and that the cylinder complies/cylinders comply in every other respect, with the rules promulgated in Chapter III, Part II of the General Rules for working open lines of railway.

Signature of sender/senders

APPENDIX IV.

(*See Serial No. 41 in the Schedule.*)

CONDITIONS.

1.—Cylinders of Compressed gas (Oxygen, hydrogen, or coal gas.)

(*a*) *Lap-welded wrought iron.*—Greatest working pressure, 120 atmospheres, or 1,800 lbs. per square inch.

Stress due to working pressure not to exceed 6½ tons per square inch.

Proof pressure in hydraulic test, after annealing, 224 atmospheres, or 3,360 lbs. per square inch.

Permanent stretch in hydraulic test not to exceed 10 per cent. of the elastic stretch.

One cylinder in 50 to be subjected to a statical bending test, and to stand crushing nearly flat between two rounded knife edges without cracking.

(*b*) *Lap-welded or seamless steel.*—Greatest working pressure, 120 atmospheres, or 1,800 lbs per square inch.

Stress due to working pressure not to exceed 7½ tons per square inch in lap-welded, or 8 tons per square inch in seamless cylinders.

Carbon in steel not to exceed 0·25 per cent. or iron to be less than 99 per cent.

Tenacity of steel not to be less than 26 or more than 33 tons per square inch. Ultimate elongation not less than 1·2 inches in 8 inches. Test bar to be cut from finished annealed cylinder.

Proof pressure in hydraulic test, after annealing, 224 atmospheres, or 3,360 lbs. per square inch.

Permanent stretch shown by water jacket not to exceed 10 per cent. of elastic stretch.

One cylinder in 50 to be subjected to a statical bending test and to stand crushing nearly flat between rounded knife edges without cracking.

Regulations applicable to all cylinders.

Cylinders to be marked with a rotation number, a manufacturer's or owner's mark, an annealing mark with date, a test mark with date. The marks to be permanent and easily visible.

Testing to be repeated at least every two years, and annealing at least every four years.

A record to be kept of all tests.

Cylinders which fail in testing to be destroyed or rendered useless.

Hydrogen and coal gas cylinders to have left-handed threads for attaching connections, and to be painted red.

The compressing apparatus to have two pressure gauges and an automatic arrangement for preventing overcharging. The compressing apparatus for oxygen to be wholly distinct and unconnected with the compressing apparatus for hydrogen and coal gas.

Cylinders not to be refilled till they have been emptied.

If cylinders are sent out unpacked the valve fittings should be protected by a steel cap.

A minimum weight to be fixed for each size of cylinder in accordance with its required thickness. Cylinders of less weight to be rejected.

II.—Cylinders for Carbonic Acid.

Greatest working pressure to be reckoned as 120 atmospheres.

Cylinders to be of lap-welded wrought iron, lap-welded steel or seamless steel. Stresses, tests, and conditions as to repetition of tests to be the same as for oxygen cylinders.

The marking to be the same with the addition of the weight of the cylinder empty, and the greatest permissible weight of carbonic acid it may contain.

No cylinder to contain more than 2/3 lb. per pound of water capacity.

If cylinders are sent out unpacked, the valve fittings should be protected by a steel cap.

A notice should be affixed to the cylinder that it contains carbonic acid, and that it should be kept cool and not exposed to the sun or the heat of a stove,

III.—Cylinders for Ammonia.

Greatest working pressure to be reckoned as 1,000 lbs. per square inch.

Hydraulic test pressure 1,500 lbs. per square inch.

Greatest working stress 7 tons per square inch for steel, and 6 tons per square inch for wrought iron.

In other respects the material, tests, and rule for repetition of tests to be the same as for oxygen cylinders.

The marking to be similar to that for oxygen cylinders, but the weight of cylinder empty and the greatest permissible weight of ammonia it may contain to be added.

Ammonia cylinders should not contain more than 0·5 lb. per pound of water capacity.

If cylinders are sent out unpacked, the valve fittings should be protected by a steel cap.

A notice should be affixed to the cylinder that it contains ammonia, and that it should be kept cool and not exposed to the sun or the heat of stove.

IV.—Cylinder Fittings.

No oil or similar lubricant to be used for cylinder valves, pressure gauges, regulators, or other fittings.

Pressure gauges to have a check to prevent a sudden inrush of gas.

Pressure gauges for hydrogen and coal gas to have left-handed screws, and to be painted red.

APPENDIX "A".

CAUTION ORDERS.

1. When it is necessary to give a Driver any special instructions in regard to repairs to the road, restrictions of speed &c., a Caution Order, Form T. 550, printed on green paper, shall be issued by the Station Master.

(*a*) A Caution Order shall only refer to one restriction, and when there is in a Block section more than one work in progress necessitating a restriction of speed, a separate Caution Order shall be issued for each work.

(*b*) In notifying to the staff special instructions to be observed by Drivers respecting repairs to the road, restrictions of speed &c., the Permanent Way Inspector shall advise

- (*i*) the Station Master at the station on either side of the place concerned, and
- (*ii*) the Station Master at the last stopping station of Mail, Express and Passenger trains.

(*c*) Information in connection with the running of Special trains should be obtained by the Permanent-Way Inspector from the Station Master.

(*d*) On receipt of the Permanent Way Inspector's advice, the last stopping station shall wire forward to the station immediately preceding the section on which a caution is to be observed intimating that

- (*i*) the Permanant-Way Inspector's advice has been duly received,
- (*ii*) Caution Orders will be issued to all trains (other than Goods trains) which are not booked to stop at the station immediately preceding the section on which the caution is to be observed, and
- (*iii*) the number of the first such non-stop train to which a Caution Order will be issued.

(*e*) When two engines are attached to a train, one in front and one in the rear of the train, and it is necessary to issue a Caution Order concerning a section over which the two engines will work, the Caution Order shall be sent first to the Driver in rear who shall sign it, after which it shall be delivered to the Driver in front.

2. The procedure to be observed in connection with the issue of Caution Orders is detailed below :—

SINGLE LINE AND DOUBLE LINE.

(*a*) In the case of Mail, Express and Passenger trains, Caution Orders shall be issued to, and signed for by Drivers at the last stopping station and the Station Master on duty shall be personally responsible for seeing that the Driver's signature has been correctly obtained.

(*b*) If the Station Master of the station immediately preceding the section on which a caution has to be observed, has not been advised by the last stopping station that the Permanent-Way Inspector's advice has been received and that Caution Orders are being issued, he shall bring all Mail, Express and Passenger trains to a stand at his station, hand Form T. 550 to the Drivers and take their signatures.

(*c*) In the case of Goods trains and Light Engines, all such trains and engines shall be brought to a stand at the station immediately preceding the section on which a caution has to be observed and Form T. 550 shall be issued to, and signed for by Drivers at that station.

3—A Caution Order shall always be read and initialled by the Guard before it is handed to the Driver, who, on receiving it, shall sign for it on the counterfoil of the form.

(*a*) In the case of illiterate Drivers, every Caution Order shall be read and explained to the Driver by the Station Master in the presence of the Guard.

(*b*) At large stations where there are Cabins, Caution Orders may be issued by the Cabinman on duty to Goods trains. In such cases, when the Driver is ~~an Indian~~, the Guard shall be held responsible for personally explaining the Caution Order to the Driver.

(*c*) Whenever a Caution Order has to be issued at a Block Hut manned by Switchmen who are unable to read and write English, the Guard, shall on instructions from the Switchman, fill in the form and hand it to the Driver.

(*d*) All Caution Orders shall be written in ink and signed in full by the Station Master. Red ink shall not be used.

(*e*) All written matter on Caution Orders shall be entered with the greatest care, every word and number including the Station Master's signature, being carefully and distinctly written.

Note.—In connection with the above rules, a Block Hut or Flag station is not to be treated as a station except in an emergent case when Rule 3 (c) will apply.

4. **Removal of Restrictions and discontinuance of issue of Caution Orders.**

When the necessity no longer exists for the issue of Caution Orders the Permanent-Way Inspector shall notify Station Masters concerned to this effect. On receipt of such advice the issue of Caution Orders shall be discontinued by the Station Masters concerned.

APPENDIX "B."

Specimen of the forms to which allusion has been made in the General and Subsidiary Rule Book (*vide* Rule 13 of the Preface.)

Description.	No. of Form.
Caution Order	T. 550.
Telegraph	L. T. 1.
Signal out of order	T. 690.
Shunting order	T. 65.
Ballast Guard's advice	E. 223.
Notice of repairs inside station limits ...	E. 110.
Notice of repairs outside station limits ...	E. 154.
Notice of completion of repairs	E. 110-A.
Guard's Constitution Report	T. 172 (UP) and T. 172-A (DN.)
Charge Sheet	O. P. 266.
Joint Train Report	G. 170.
Train Signal Register	T. 702 (UP) and T. 702A. (DN.)
Starting Order	T. 721, T. 721-A
Interlocking Repairs Notice	S. I. 4.
Permission to proceed without Line Clear ..	T. T. 13 (UP) and T. T. 14 (DN.)

EAST INDIAN RAILWAY. T. 550.

Dated..........................19

Received Caution Order No.

Signature...

.... Driver of No....................Train.

Guard's initials.

Date..........................19

EAST INDIAN RAILWAY. T. 550.

Caution Order No.

CAUTION ORDER.

Single and Double line.

To

Driver of No .... Train.

You are hereby instructed to exercise caution—

Between mile.......................and mile.......................

CAUSE.

....

....

....

....

Number of Line Clear Ticket issued........................

or

Number of Token issued ....

Time..........................

Dated..........................19 .

Station Master

Station Stamp

.....................*Guard's initials.*

EAST INDIAN RAILWAY LICENSED TELEGRAPHS. No L. T. 1

Class	Station from	Words charged	Charge Rs	Charge As.	Date.	Time Hrs	Time Mts	Service Instructions.
All enquiries respecting this Telegram are to be accompanied by this form		Words signalled						

" Nothing to be written by the sender above this line " | Stamps when used to be affixed on back of this form.

Enter opposite whether
Express or Ordinary
State or Railway Service
Reply Paid. Number of words

Person to and Address

Please give a full address

Code	Time	Code	Time
A	1	N	13
B	2	O	14
C	3	P	15
D	4	Q	16
E	5	R	17
F	6	S	18
G	7	T	19
H	8	V	20
I	9	W	21
K	10	X	22
L	11	Y	23
M	12	Z	24

The name of the sender if to be Telegraphed to be entered above this line.

Send from	Sent to	Sent to	Sent to	Signature and address of Sender.
At	At	At	At	
By	By	By	By	

T. 690.

Example—*Showing how Form T 690 should be filled up Supposing the Home signal at Belur be out of order, the Form would be filled in as follows* :—

EAST INDIAN RAILWAY.

To The Driver of no. 6 *Down Express* Train.

		The	
*وارنر	वारनर	~~Warner~~*	Signal at *Belur*
اوٹر	औटर	~~Outer~~	
ہوم	होम	Home	
اسٹارٹر	ष्टाटर	~~Starter~~	
ایڈوانس اسٹارٹر	एडवानस ष्टाटर	~~Advanced~~ Starter	

is out of order, and you are to pass on Hand signals only.

बिगड़ गया है और तुमको सिफ हाथ सिगनल से पास करना होगा।

بگڑ گیا ہے اور تمکو صرف ہاتھ سگنل سے پاس کرنا ہوگا

Station *Belur*

Date *27—1—1925.* (*Signed*)..................

Signature of Driver (*Signed*) ....*Station Master.*

N. B.—Cross out × in ink the signals that are not referred to.

जो जो सिगनल ठिक है उसको रोशनाई से काट दो।

جو جو سگنل ٹھیک ہے اونکو روشنائی سے کاٹ دو

* *Warner reported out of order, if horizontal may be passed without Hand signals.*

* जब वारनर खराब हो जाने का रिपोट मिले तब अगर आड़ा होकर रहे
तब हाथ सिगनल नरहने पर उसको पास किया जासक्ता है।

* جب وارنر خراب ہو جانے کا رپورٹ ملے تب اگر آڑا ہوکر رہے تب ہاتھ
سگنل نہ رہنے پر اوسکو پاس کیا جا سکتا ہے

EAST INDIAN RAILWAY. T. 65.

Shunting Order.

शन्टिंग आडर।

شنٹنگ آڈر

To

DRIVER OF No.

नम्बर ______ का ड्राइभर ______ को

کو ______ کا ڈرائیور ______ نمبر

1. Shunt into Passing Siding.

१—पासिंग साइडिंग के अन्दर शन्ट करो।

۱—پاسنگ سائڈنگ کے اندر شنٹ کرو

2. Pass ______ Starter to shunt in ______ Siding.

२—पास कर जाव ______ स्टारटर को ______ साईडिंग में शन्ट करने के लिये।

۲—پاس کر جاو ______ اسٹارٹر کو ______ سائڈنگ میں شنٹ کرنے کے لئے

3. To Goods Shed to ______

३—गुडस शेड के अन्दर ______ तक

۳—گڈس شیڈ کے اندر ______ تک

4. ______

5— ______

______ —४ ‡

Time ______

वक्त ______

وقت ______

Date ______ 19 .

तारीख ______ १९

تاریخ ______ ۱۹ء

Initial of Asst. Station Master.

दसखत असिस्टेन्ट स्टेशन मास्टर का।

دستخط اسسٹنٹ اسٹیشن ماسٹر کا

Guard's Signature ______

गाड का दसखत ______

گارڈ کا دستخط ______

STATION STAMP

स्टेशन का मोहर।

اسٹیشن کا مہر

Driver's Signature ______

ड्राइभर का दसखत ______

ڈرائیور کا دستخط ______

EAST INDIAN RAILWAY. T. 65.

Shunting Order.

शन्टिंग आडर।

شنٹنگ آرڈر

To

DRIVER OF No.

नम्बर ______ का ड्राइभर ______ को

کو ______ کا ڈرائیور ______ نمبر

Please comply with the following order at once, * without stopping to take water or clean fire.

नीचे हुकुम की फौरन तामील करो।* पानी लेने या आग को साफ करने के लिये नहीं ठहर कर।

نیچے حکم کو فوراً تعمیل کرو * پانی لینے یا آگ کو صاف کرنیکے لئے نہیں ٹھہر کر

† 1. Shunt back into Passing Siding on receipt of the usual signal.

† १ मामुली सिगनल पाने पर पासिंग साइडिंग में पीछे हटा कर शन्ट करो।

† ۱ معمولی سگنل پانے پر پاسنگ سائڈنگ میں پیچھے ہٹاکر شنٹ کرو

† 2. Pass ______ Starter at danger in order to shunt in ______ Siding.

† २ पास कर जाव ______ स्टारटर को खतरा रहने पर ______ साईडिंग के अन्दर शन्ट करने के लिये।

† ۲ پاس کرجاو ______ اسٹارٹر کو خطرہ رہنے پر ______ سائڈنگ کے اندر شنٹ کرنیکے لئے

† 3. Proceed into Goods Sheds line to ______

† ३ गुडस शेड लाइन के अन्दर बढ़ जाओ ______ तक।

† ۳ گڈس شیڈ لاین کے اندر بڑھ جاو ______ تک

‡ 4 ______

‡ 5 ______

______ ۴ ‡

The Guard who has signed this shunting order will give you the necessary signals.

जिस गार्ड ने इस शन्टिंग आडर पर दसखत किया है वही तुमको जरुरी सिगनल देगा।

جس گارڈ نے اس شنٹنگ آرڈر پر دستخط کیا ہے وہی تمکو ضروری سگنل دیگا

Date ______ 19 .

तारीख ______ १९

تاریخ ______ ۱۹ء

Time issued ______

देने का वक्त ______

دینیکا وقت ______

Asst. Station Master.

असिस्टेन्ट स्टेशन मास्टर।

اسسٹنٹ اسٹیشن ماسٹر

STATION STAMP

स्टेशन का मोहर।

اسٹیشن کا مہر

* To be erased if not required.

† 1, 2, 3—Erase either or all of these, if not required.

‡ Fill in the duty required to be done, if not 1, 2, or 3.

* अगर जरुरत नहीं है तो इसको काट दो।

† १, २ और ३—अगर जरुरत नहीं है तो इनहीं में से किसी को काट दो या सबको काट दो।

‡ अगर १ या २ या ३ का काम नहीं किया तो जिस काम को करना चाहिये उसको यहां लिख दो।

* اگر ضرورت نہیں ہے کاٹ دو

† ۱ اور ۲ اور ۳—اگر ضرورت نہیں ہے تو انمیں سے کسیکو کاٹ دو

‡ اگر ۱ یا ۲ یا ۳ کا کام نہیں کیا تو جس کام کو کرنا اچھے اوسکو یہاں لکھدو

EAST INDIAN RAILWAY. E. 223.

Engineering Department.

From

GUARD.

No......................Ballast train,

..................................Division.

..............................Station.

To

STATION MASTER.

....

No..... ... . Ballast Train arrived here at....... .... on.... . ...and will be ready to leave here for.......... .... at... ....on......... ....

* Running through   * Working at mile

Sent at.. ....

Received at. ....

Reply sent at................

.. ..

Ballast Guard.

....Date

Reply.

Arrangements will be made for your Ballast Train to leave at ....

.. ..

Station Master.

Station....................

Date. ....

To be written in carbonic. Station Master to write his reply in carbonic and keep the top copy.

*Erase one of these phrases.

E. 110.

EAST INDIAN RAILWAY.

To

STATION MASTER,

at..............................Station.

Dated..... ....19 .

Please note that the............line in your Station will be blocked for repairs this day from...Hr....M. until reported clear by me.

P. W. Inspector.

EAST INDIAN RAILWAY.

To

STATION MASTER.

at..Station.

Dated...19 .

Please note that the...... ....line in your Station will be blocked for repairs this day from...........Hr...........M. until reported clear by me.

P. W. Inspector.

..............................STATION.

From miles

To miles

From hours.

To m.

Nature of work.

Gang No.

Mistry.

Time caution issued

Time caution withdrawn

Caution received

Station Stamp.

.... Station Master.

Caution taken off

.... Station Master.

EAST INDIAN RAILWAY.

STATION MASTER,

....

Repairs to line intimated in my Notice of same No. of date

between miles and miles on the Line are

completed and the Caution is withdrawn.

Date.............................

Time.............................

Permanent Way Inspector.

This form is not to be filled in until the work is completed

EAST INDIAN RAILWAY. E. 156.

Caution Notice.

To

STATION MASTER,

....

Please caution Guards and Drivers of

Trains to look out for Signals from miles

to miles on the Line,

which is under repairs this day only, between

hours and hours, Material

trolly on Line.

Date.............................

Time.............................

Permanent Way Inspector.

27

E. 110A.

EAST INDIAN RAILWAY.

To

STATION MASTER,

at..............................*Station*.

Dated.................. ....19 .

Please note that the.. ......line in your Station blocked for repairs by me this day from. ...Hr. ...M. is now clear.. ...Hr... .. M.

P. W. Inspector.

E. 110A.

EAST INDIAN RAILWAY.

To

STATION MASTER,

at..*Station*.

Dated..............................19 .

Please note that the..........................line in your Station blocked for repairs by me this day from..........Hr...........M. is now clear......Hr......M.

P. W. Inspector.

EAST INDIAN RAILWAY.

E. 122.

Up Constitution Report for Mail, Express and Passenger trains

Train No. ....*day the* ....192 .

Reserved Compartments

1st Class No........For Ladies

2nd ....

Inter.......... ......ladies

3rd ....

Particulars of vehicles to be attached or detached en route.

Guard's Signature, Brakesman's Number, Conductor's Name and Number.

[illegible]

Causes of delay en route *to be initialled by the Guard*

Mts.		Mts.	

Constitution of No.................~~Down~~ Train of.............................. up

	1st Class.*	Composite.	2nd Class.	Intermediate.	Composite, Inter & 3rd.	3rd Class.	Luggage Van.	Mail Van.	Horse Boxes.	Carriage Trucks.	Vacuum-fitted Wagons.	Fruit Van.	Brake Vans.	Total.	Equal to.	Signature of Station Master.
... dep.																
... dep.																
... dep.																
... dep.																
... arr.																

* Includes Officer's Carriage.

EAST INDIAN RAILWAY.

T: 172A.

Down Constitution Report for Mail, Express and Passenger trains.

Train No............*of*.......................*day, the*.............................192

Reserved Compartments.

Particulars of vehicles to be attached or detached *en route*

1st Class No ....For Ladies.
2nd " .... " "
Inter " " .... " Females.
3rd " " .... " "

	Due Time. H.	Due Time. M.	Actual Time. H	Actual Time. M	Actual Number of vehicles on the train.	Equal in four-wheelers to	Engine Number	Individual Nos. of vehicles attached at	Individual Nos. of vehicles detached at	Guard's Signature Brakesman's Number Conductor's Name and Number
dep								1st		
arr / dep								2nd		
arr / dep								Comp. I & II		
arr / dep								3rd		
arr / dep										
arr / dep								Inter		
arr / dep								Brake Van		
arr. / dep.								L Van		Condition of
arr / dep								P O Van		Tool Boxes
arr / dep										Locks
arr / dep										Seals
... arr										*Guard's Signature*

The Station Masters at Tundla and Moghal Sarai (or other starting station of a train) are to hand over a copy of this to the Guard of every Down Mail Express and Passenger train which is to be handed over by each Guard to his relief *through the Station Master of the Changing Station*, who will see that it is properly filled up and enter any remarks he may think necessary as regards the cause of delay.

This is to be handed over to the Station Master at the usual station at which these reports are changed on arrival of the train to be forwarded to the Chief Operating Superintendent Movement, Calcutta.

Put the name of station over the vehicles attached or detached.

All changing stations, junction stations and stations at the end of a Traffic Division to be entered by the Guard in the 1st column and the timing shown.

Put a "B" after every Bogie vehicle and the initials of the Foreign Railway after every Foreign Railway vehicle.

Causes of delay en route to be initialled by the Guard.

Mts.		Mts.	

Constitution of No.................. Up Train of.......................... Down:

	1st Class.*	Composite.	2nd Class.	Intermediate.	Composite, Inter. & 3rd.	3rd Class.	Luggage Van.	Mail Van.	Horse Boxes.	Carriage Trucks.	Vacuum-fitted Wagons.	Fruit Van.	Brake Van.	Total.	Equal to.	Signature of Station Master.
[illegible]																

* Includes Officer's Carriage.

EAST INDIAN RAILWAY.

O. P. 266.

CHARGE SHEET.

(Applicable only to non-cognizable offences and for the exclusive use of those servants of the Railway who are authorised to make charges on behalf of the administration.)

For list of offences and rules, see Subsidiary Rule 20 (Part II) of the General and Subsidiary Rule Book.

Name and designation of person at whose instance the prosecution is instituted or complaint laid.	Full name of accused, with his residence and father's name.	Name of witnesses, with their addresses and designations (Only the evidence of those witnesses who have a direct and independent knowledge of facts is relevant.)
		1.
		2.
		3.
		4.

OFFENCE.

Brief facts of the case, with place and time of occurrence. Section of Railway Act may be quoted, and in ticket cases the amount claimed must be noted.

FORWARDED to the Magistrate of....................through the officer in charge, Government Railway Police, Thana...............

Date.............. *Signature*.................

Station............. *Designation*.............

EAST INDIAN RAILWAY.

G. 170.

Due dep. time......H.......M.

JOINT TRAIN REPORT.

Guard.........................

Driver.........................

Actual dep. time......H.......M.....

Due arr. time......H.......M.

Actual arr. time......H.......M......

Engine No.............Train No............of..................from..................to..................Load..................

Full particulars of all detentions at Stations or on the Road and of irregularities of any kind occuring or observed during the trip.

Station.	Guard's Booking. Arrival. Hrs.	Mts.	Departure. Hrs.	Mts.	Time made up by Traffic.	Time made up by Loco.	Guard's Remarks.	Driver's Booking. Arrival. Hrs.	Mts.	Departure. Hrs.	Mts.	Driver's Remarks.
Total ...												

"Number of active vacuum-braked vehicles next to the engine."...............................

"Number in good working order and in use."..................................

Timings at all Stations to be shown by the Guard.

Guard's Signature.................. *Driver's Signature*............... .... *Running Shed Foreman's Signature.*

Head-quarters .. .. *Head-quarters*...................... *Station*....................

	No.†		No.†
I	...	C. T.	...
II	...	Gas-holder	...
III	...	Fruit Van	...
Inter	...	Officer's Carriages	...
P.O.	...	L. Van	...
H. B.	..	B. Van	...
Total.........			

† Total Number only.

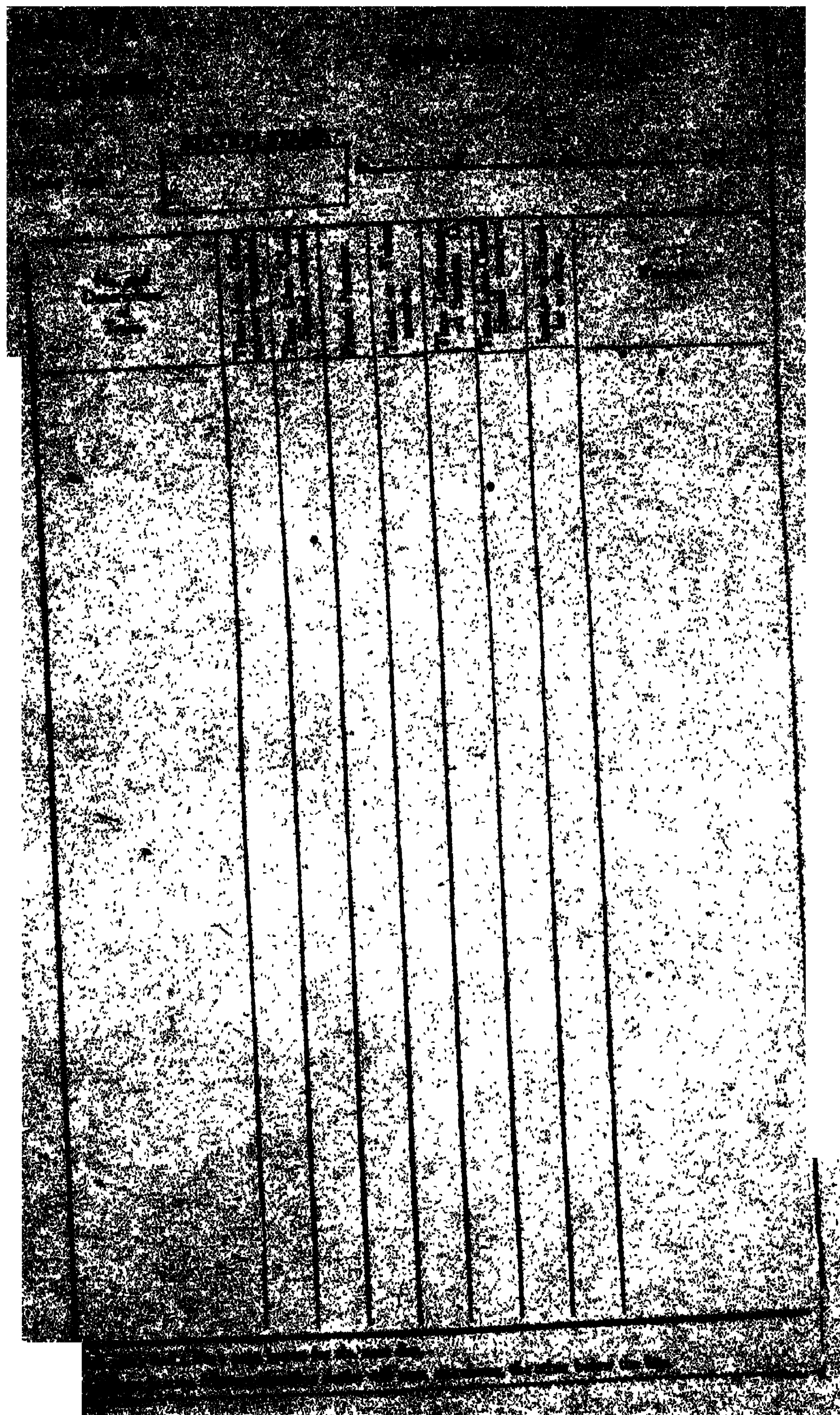
No. of Vehicles leaving........	Loaded.†	Empty.†
(*Subtract*)—Detached on the Road ...		
(*Add*)—Attached on the Road ...		
Total on Train on arrival at destination		

Particulars of Reserved Compartments.

Particulars of reservation.	Class.	No. of compartments.	No. of carriages.	Remarks.
For Ladies...				
For Females				
For Europeans				
For other passengers				

...........................*Guard.*

No.............



For Double line and for Single line worked by Tablet or Token Instruments.

INWARDS.

EAST INDIAN

UP TRAIN SIGNAL

STATION STAMP.

Trains from..................*to* [ ] on the..................192

No and Description of Train.	Time Line Clear enquiry received.	Time Line Clear Signalled.	Private Number.	Time train entered Section. O.	Time Section cleared. L	Tablet or Token number.	Whether passed thro or stabled P. or S	Initials of Signaller on duty	Remarks.

N B.—At the close of each day's transactions a line must be ruled under the

At every change of duty, a line must be drawn across the page and the

RAILWAY. T. 102

REGISTER. OUTWARDS.

STATION STAMP.

Trains from .... to .... on the 192

No. and Description of Train.	Time Line Clear enquiry signalled.	Time Line Clear Signal received.	Private Number.	Tablet or Token number.	Time Train entered Section. O.	Time Line Closed Signal received. I.	Initials of Signaller on duty.	Remarks.

last entry and a fresh page begun for the next day.

Assistant Station Masters changing duties will sign, one above, the other below the line.

For Double line and for Single line worked by Tablet or Token Instruments

INWARDS.

EAST INDIAN

UP TRAIN SIGNAL

STATION STAMP.

Trains from ... to ... on the ...

No and Description of Train.	Time Line Clear enquiry received	Time Line Clear Signalled	Private Number	Time train entered Section	Time Section cleared	Tablet or Token number	Whether passed, stopped or shunted	Initials of Signaller on duty	Remarks.

N. B.—At the close of each day's transactions a line must be ruled under the ...
At every change of duty, a line must be drawn across the page and the ...

[illegible] RAILWAY. T. [illegible]

REGISTER. OUTWARDS.

STATION STAMP.

Train from [illegible] to [illegible] on the [illegible] 192

No. and Description of Train.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Remarks.

[illegible] for the same day.
[illegible] will [illegible], one above, the other below the line.

EAST INDIAN

For Double line and for Single line worked by Tablet or Token Instruments.

INWARDS.

DOWN TRAIN SIGNAL

STATION STAMP.

Trains from..................to

on the..........................19

No. and Description of Train.	Time Line Clear finally received.	Time Line Clear Signalled.	Private Number.	Time Train entered Section. O.	Time Section closed. L.	Tablet or Token number.	Whether ... P. or S.	Initials of Signaller on duty.	Remarks.

N. B.—At the close of each day's transactions a line must be drawn …
At every change of duty, a line must be drawn across the sheet and the …

RAILWAY. T. 702A.

REGISTER.

OUTWARDS.

STATION STAMP.

Trains from [ ] *to* .... *on the* .... 192 .

No. and Description of Train.	Time Line Clear [illegible] signalled	Time Line Clear Signal received	Private Number.	Tablet or Token [illegible]	Time Train entered Section [illegible]	Time Line Clear Signal received	Initials of Signalman on duty.	Remarks.

[illegible] entry at[illegible] fresh page begun for the next day

Assistant Station Masters changing duties will sign, one above, the other below the line.

APPEN

EAST INDIAN

For Double line and for Single line worked by Tablet or Token Instruments.

INWARDS.

DOWN TRAIN SIGNAL

STATION STAMP.

Trains from..........................*to* [ ] *on the*..........................*192*

No. and Description of Train	Time Line Cl... enquiry received.	Time Line Cl... Signalled.	Private Number.	Time Train ... (end Section)	Time Section cleared.	Tablet or Token number	Whether passed ... into or shunted ... of S...	Initials of Signal... ler on duty.	Remarks

N B.—At the close of each day's transactions a line must be ruled under the ...
At every change of duty, a line must be drawn across the page and the ...

For Record. T. 721.

जमादार के पासकी का परवाना।

EAST INDIAN RAILWAY.

Pro. No.
तरतीबवारी नं

No. of train.........
ट्रेन का नं......

No. of line.........
लैन का नं.........

Time issued........H......M.
जारी करने का वक्त घः मिः

Date...... ......19 .
तारीख... ... १९ ।

....
Station Master,
स्टेशन मास्टर।

Time Received.....H.....M
पाने का वक्त घः... मिः

....
Driver's Signature.
ड्राइवर का दस्तखत।

Station Stamp
स्टेशन की मोहर

For Driver. T. 721.

ड्राइवर को देने का परवाना।

EAST INDIAN RAILWAY.

Pro No.
तरतीबवारी नं

STARTING ORDER.
छोड़ने का हुक्म।

To
Driver of No... $\frac{\text{Up}}{\text{Down}}$ .... train.
नं. .. $\frac{\text{अप}}{\text{डाउन}}$ ट्रेन के ड्राइवर को

You are authorized on, receipt of the Guard's Starting Signal and the lowering of the Siding Starter (if any) to start from No... line.

तुमको यह इखतीयार दिया जाता है कि तुम गार्ड से छोड़ने का सिगनल पाने से और साइडिंग स्टार्टर अगर वहां पर हो तो वह गिरा हुआ देखने से ट्रेन को छोड़ दोगे नं... लैन से।

Time issued........H.......M.
जारी करने का वक्त... घः.... मिः

Date............19 .
तारीख......... १९ ।

....
Station Master's Signature.
स्टेशन मास्टर का दस्तखत।

Station Stamp
स्टेशन का मोहर

For … Guard

EAST INDIAN RAILWAY

Pro No.

तरतीबवारी नं.

ترتیب واری نمبر

No. of train.................

ट्रेन का नं. ....

ٹرین کا نمبر ....

No. of line.........

लैन का नं. ......

لین کا نمبر ....

Time issued......H......M.

जारी करने का वक्त घं: मि:

جاری کرنیکا وقت .... گھنٹه ...... منٹ

Date..........19 .

तारीख .... १९ ।

تاریخ .... سنه ۱۹

....

Station Master.

स्टेशन मास्टर ।

اسٹیشن ماسٹر ।

Time Received.....H.....M.

पाने का वक्त घः मि:

پانیکا وقت .... گھنٹه ...... منٹ

....

Driver's Signature.

ड्राइवर का दस्तखत ।

ڈرایور کا دستخط

Station Stamp

स्टेशन का मोहर

اسٹیشن کی مہر

For Driver

EAST INDIAN RAILWAY.

Pro No.

तरतीबवारी नं ....

ترتیب واری نمبر ....

STARTING ORDER.

छोड़ने का हुक्म ।

چھوڑنے کا حکم

To

Driver of No...... Up/Down ......train.

नं ...... अप/डाउन ...... ट्रेन के ड्राइवर को

You are authorized, on receipt of the Guard's Starting Signal and the lowering of the Siding Starter (if any) to start from No.....line.

तुमको यह इख्तियार दिया जाता है कि तुम गार्ड से छूटने का सिगनल पाने से और साइडिंग स्टार्टर अगर वहां पर हो तो वह गिरा हुआ देखने से ट्रेन को छोड़ दोगे नं ...... लैन से ।

Time issued......H.......M.

जारी करने का वक्त घः मि:

جاری کرنیکا وقت ...... گھنٹه ...... منٹ

Date.............19 .

तारीख .... १९ ।

تاریخ .... سنه ۱۹

....

Station Master's Signature.

स्टेशन मास्टर का दस्तखत ।

اسٹیشن ماسٹر کا دستخط

Station Stamp

स्टेशन का मोहर

اسٹیشن مہر

E. I. RAILWAY. S. I. 4

Signals and Interlocking.

सिगनल और इन्टरलौकिंग ।

Block copy of Notice No.....

ब्लाक कापी नोटिस नं० का

To

Station Master, or Cabinman,

..........Station.

इस्टेशन मास्टर या केबिन मैन,

.... इस्टेशन को

For disconnecting Inter. Gear

....on........at....hours.

जुदा कर देने इन्टर गियर को

बतारीख ... बवक्त घः

Reconnected on......at...H.

फिर जोड़ दिया गया बतारीख

... . बवक्त ... घन्टा

Notice about disconnecting received ....hours on ....19 .

जुदा कर देने ... नोटिस पाया बवक्त ... घः ... ...

.... १६ ।

Station Master.

इस्टेशन मास्टर

Notice about re-connecting received ....hours on..................19 .

फिर जोड़ देने ... नोटिस मिला बवक्त ...... घन्टा बतारीख

Station Master

इस्टेशन मास्टर

E. I. RAILWAY. S. I. 4.

...nals and Interlocking.

और इन्टरलौकिंग ।

...ice for re-connecting ...ter. Gear already disconnected.

गियर को इसके पहले अलग [redacted] किया गया था उसको फिर [redacted] देने का नोटिस

To

The Sta[redacted] Master or Cab[redacted]an,

......Station.

[redacted]

इस्टेशन मास्टर या [redacted].... इस्टेशन को केबिन मैन

Plea e note the [redacted] sconnected Inter. Gear re[redacted]ed to in Notice No......h[redacted] ince been re-connected on. at.............hou

मेहरबानी करके इस[redacted] नोट कर लिजिये कि अलग [redacted] हुआ इन्टर गियर जिसका [redacted] वाला नोटिस नं० ... में है उ[redacted] अब जोड़ दिया गया

..बवक्त

Signature........

दस्तखत ....

Designation......

ओहदा ....

Date. ....19 .

तारीख..........१६ ।

E. I. RAILWAY. S. I. 4.

...nals and Interlocking.

और इन्टरलौकिंग ।

...to Transportation Staff ...r disconnecting Gear No.. ....

...नसपोरटेशन के नौकरों अलग कर देने इन्टर नं० ......

[redacted]

The Stat[redacted] Cab

इस्टेशन मास्टर या केबिनमैन

[redacted]

Please note that [redacted] nter. Gear .....will be ...nected on .. ..at.. ...hours.

मेहरबानी करके इस[redacted] नोट कर लिजिये कि इन्टर को अलग कर दि[redacted] जायेगा बतारीख .... [redacted] बवक्त घन्टा

[redacted]

[redacted] No. T. T 13

EAST INDIAN RAILWAY.

[redacted] UP

Permission to proceed without Line Clear.

Date 19

STA[redacted]STAMP.

Time H M.

The Driver of No. [redacted] train ma proce cautiously without Line Clear from [redacted]

No. was the last tra[redacted]r the Section left / arrived here at

Circumstances under [redacted]is order is give

Telegraphic Interruption with [redacted] hours of 19

Cause

Understood { Guard. / Driver }

Station Master

In the case of Indian Driver

Certified that the above has been translated to Driver and that he says he thoroughly understands the same.

.................Sta[redacted]aster

.... [redacted]d.

Pro No. [redacted] T. T. 15.

EAST INDIAN RAILWAY.

UP. [redacted] UP.

Permission to proceed without Line Clear.

Date 19 .

STATION [redacted]P

Time H. M.

The Driver of No [redacted] train may proceed cautiously without Line Clear from [redacted]

No w th a train over the Sec[redacted] left / arrived here at

Circumstances un[redacted]der is given

Telegraphic interruption with [redacted] hours of 19 .

Cause

Understood { Guard / Driver }

Station Master,

In case of Indian Driver

Certified that the above has been r asted to Driver and that he says he thoroughly understands the same

[redacted]Master.

[redacted]ard

See over.

37

NOTICE TO DRIVER.

Speed not to exceed 10 miles an hour on a straight line. At night, in thick or foggy weather or when approaching or passing any portion of the line where the view ahead is not clear, speed shall be reduced to walking pace, the engine whistle being freely used. A sharp look out ahead shall be kept and a man with hand signals shall be sent in advance when speed is reduced to walking pace.

Pro. No. T T 14

EAST INDIAN RAILWAY

DOWN. DOWN.

Permission to proceed without Line Clear

STATION STAMP | *Date*

Time H M

The Driver of No. train may proceed cautiously without Line Clear from to

No was the last train over the Section. It left/arrived here at

Circumstances under which this order is given

Telegraphic Interruption with from hours of 19 .

Cause

Understood { Guard. } Driver. }

Station Master

In the case of Indian Driver

Certified that the above has been translated to Driver and that he says he thoroughly understands the same.

.... *Station Master*

.... *Guard*

Pro No T. T. 14.

EAST INDIAN RAILWAY.

DOWN. DOWN.

Permission to proceed without Line Clear.

STATION STAMP. | *Date* 19 .

Time H. M.

The Driver of No. train may proceed cautiously without Line Clear from

No. was the last train over the Section. It left/arrived here at

Circumstances under which this order is given.

Telegraphic Interruption with from hours of 19

Cause

Understood { Guard } Driver }

Station Master

In the case of Indian Driver.

Certified that the above has been translated to Driver and that he says he thoroughly understands the same.

.... *Station Master*

.... *Guard.*

See over

NOTICE TO DRIVER.

Speed not to exceed 10 miles an hour on a straight line. At night, in thick or foggy weather or when approaching or passing any portion of the line where the view ahead is not clear, speed shall be reduced to walking pace, the engine whistle being freely used. A sharp look out ahead shall be kept and a man with hand signals shall be sent in advance when speed is reduced to walking pace

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AMPLIFIED REPORT

Twentieth Half-yearly meeting between The Railway Board and the All-India Railwaymen's Federation 6th August 1941.

NEW DELHI : PRINTED BY THE MANAGER
GOVERNMENT OF INDIA PRESS : 1941.

AMPLIFIED REPORT.

Twentieth Half-Yearly Meeting between The Railway Board and the All India Railwaymen's Federation 6th August 1941.

1. The twentieth half-yearly meeting between the Railway Board and the All- India Railwaymen's Federation was held in Bombay on Wednesday the 6th August 1941. The deputation was led by Mr. Jamnadas Mehta, the President of the Federation, and there were also present Mr. S. Guruswami, the General Secretary, and some sixteen other delegates from various Unions affiliated to the Federation. The names of the delegates and the unions they represent are given in Appendix I to this Report.

2. The following subjects were discussed:—

(i) The extension of Provident Fund benefits.

(ii) The working of the present Dearness Allowance Rules.

(iii) Blocks in promotions of low-paid staff.

(iv) Principles to be adopted in regard to staff on the transfer of Railways from Company to State management.

(v) Grievances of certain Accounts Staff.

The memoranda on these subjects submitted by the Federation are printed in Appendix II.

3. Sir Leonard Wilson, the Chief Commissioner of Railways opened the meeting and welcomed the delegates. Mr. Jamanadas Mehta thanked the Chief Commissioner for his welcome and congratulated him on behalf of the Federation on his recent honour.

4. Before dealing with the matters which had been admitted to the agenda, the Federation referred to a letter from the Railway Board saying that it was not possible to accept three of the subjects raised in the memoranda submitted. In regard to these, the Chief Commissioner replied that questions dealing with Travelling Ticket Inspectors and the grant of Compensatory allowances to the Accounts clerks of E. B. and G. I. P. Railways in Calcutta and Bombay had been considered at great length over a number of years and he felt that there must be some finality in such matters. Government were not prepared to revise decisions which had been arrived at after careful investigation. As regards the licensed porters, the Chief Commissioner observed, these men were not railway servants and he could not discuss contract labour with the Federation which represented railway servants only.

The extension of Provident Fund benefits.

5. The Federation in the first place submitted that apart from the delay which had taken place in the extension of these benefits they found that the original Rs. 12 Lakhs which the Railway Board had contemplated as necessary to finance the extension had been reduced to Rs. 7½ lakhs, because perhaps the Board felt that there would be few who would voluntarily join the Fund. The Chief Commissioner explained, that the

provision of 7½ Lakhs referred to, represented the amount provided in 1941-42 over and above 2½ Lakhs allowed for the last three months in the previous year 1940-41. Thus the actual provision for 1941-42 was, in fact, Rs. 10 Lakhs.

6. The Federation then submitted that if as a result of the extension being on a voluntary basis the amount required was likely to be less than the amount first estimated, then the number of years' service in respect of which the privilege was at present being extended should be further reduced. The Chief Commissioner in reply, pointed out that the provision of Rs. 10 or 12 Lakhs of necessity. represented only a rough estimate as it was impossible to tell what the actual cost would be. Moreover, the option to join the Fund need not be exercised immediately but at any subsequent time during an employee's service. If, however, the cost turned out to be, say, Rs. 13 Lakhs, there was no intention of going back on what the Board had undertaken to do in this matter. The Federation next suggested that the extension might now be made on a compulsory basis, but the Chief Commissioner pointed out that if this were done, appreciably more than 12 Lakhs of rupees would be required, as this amount was based on an estimate of the number of men who would exercise the option. Apart from this, if the principle of compulsion were introduced, it would probably put a stop to any further extension on the basis of years of service.

7. The Federation, however, submitted that in view of the exceedingly strong financial position of the railways at present, it should be possible to extend further the Provident Fund benefits. To this the Chief Commissioner replied that the Railway Board could not take a short view in this matter; that the present high earnings might last only for the duration of the war, while Provident Fund benefits represented a permanent liability. He also referred to the debts owed by railways to the Depreciation Fund and the contributions to be made to the General Finances of the country and concluded by saying that as the present scheme had only been introduced about eight months ago, it would not be reasonable to expect a further extension in so short a time. The Federation again submitted that the present option in the case of staff with 16 years service and over might be made compulsory, as also in the case of staff drawing more than Rs. 30. The Chief Commissioner replied that, prior to the issue of Board's orders, the whole position had, as the Federation were aware, been very fully considered. The Federation agreed that this was so, but urged that their suggestions in this connection should be considered by the Board. They pointed out that there were two ways of advancing further, one by making subscription compulsory in the case of certain staff and the other by extending the benefits to those who had put in fewer years of service. The Chief Commissioner said that he had always understood that the Federation favoured extension according to the latter method but that when the time came for taking a further step either way, the various points submitted by the Federation would be fully considered, and he assured them that no action would be taken without consulting them as to the method to be applied, though he could hold out no hope of a further extension of these privileges in the near future.

8. Finally the Federation asked that suitable publicity should be given to the Board's orders as most of the staff appeared ignorant of them. Many of these employees were illiterate and should be informed when

they became qualified to become members of the Fund, as was, the Federation stated, the case on the M. & S. M. Railway. The Chief Commissioner referred to certain orders issued to State-managed Railways in January 1940, regarding suitable arrangements for giving publicity to general orders of this nature by notices in the local vernaculars and in weekly gazettes etc. The Federation agreed that the orders should cover their present submission. The Chief Commissioner however promised that this particular matter would be brought to the notice of Railway Administrations.

Working of the Present Dearness Allowance Rules.

9. In opening the discussion on this subject the Chief Commissioner referred to the submission made by the Federation that those who were still eligible for and were drawing Grain Compensation Allowance should not be deprived of the Dearness Allowance and said that he was prepared to consider this matter.

10. The Federation then referred to the 20 per cent. house rent allowance in lieu of free quarters given to staff in Bombay and in some other places where free quarters were not provided, and submitted that for the purpose of the qualifying pay limit for the grant of the dearness allowance to those enjoying rent free quarters only 10 per cent. of pay should be taken into consideration. The Chief Commissioner pointed out that if 20 per cent. of pay were taken as a reasonable figure in lieu of free quarters, then to take 20 per cent. as the value of such quarters was also reasonable. If the assessed rent in this connection was taken as less than 20 per cent. of pay there would in fact be grounds for reducing the house rent allowance given in lieu of free quarters. The men could not have it both ways.

11. The Federation then complained that as the pension of re-employed pensioners was treated as part of pay under the Dearness Allowance Rules, some pensioners, such as chowkidars and other ex-military men, did not get the allowance. The Chief Commissioner referred to the standing orders of Government regarding the fixation of pay of such staff, under which the re-employed pensioners could normally either draw the full pay of the post with their pension held in abeyance or such pay plus pension, as would not exceed the pay of the post. He pointed out that rules which existed in regard to pay could not be abrogated merely for the purpose of the Dearness Allowance Rules. He, however, asked the Federation to give the Board some examples of cases of hardship in respect of these pensioners.

12. The Federation next referred to an arrangement on the G. I. P Railway regarding the minimum number of hours in a month an employee had to work to become eligible for the Dearness Allowance and submitted that if illness or certain other exigencies prevented a man from putting in the required number of hours, such cases should be exempted. The Chief Commissioner replied that the matter was at present under the Railway Board's consideration and that the Federation would be informed of the result.

13. The Federation then submitted that all areas with a population of 20,000 or more should be treated as in area 'B' instead of 'C' having regard to the fact that the present allowance fell below that recommended in the Rau Report. The Chief Commissioner pointed out that the present

Rules were the result of an agreement arrived at after discussion with the Federation and that he feared there could be no question of the towns of 20,000 inhabitants being brought within area 'B'. The Federation's request that the 1941 census figures should be taken for the towns of 100,000 inhabitants (instead of the 1931 census according to the agreement) would however be laid before Government for consideration.

14. The Federation next urged that Kalyan should be regarded as a suburb of Bombay for the grant of Dearness Allowance applicable to that city, citing the Rau Report in this connection. They pointed out that in regard to railway fares, etc., Kalyan was treated as a suburb and that, apart from this, as no accepted definition of the term was available, Kalyan should be treated as area 'A' or, at any rate, included in area 'B'. Suburban classification in the Calcutta area was also mentioned by the Federation, and the Chief Commissioner agreed to consider the suggestions of the Federation in the light of the discussion.

15. The Federation next represented the case of B. D. Railway and stated that the former staff of that Railway had been given Dearness allowance only from Jany. 1941; they urged that they should be given the allowance from 1st October, 1940 like other staff. The Chief Commissioner pointed out that such staff were taken over by the state with effect from the 1st Jany. 1941, that they became Government servants only from that date and that he could not, accept responsibility on the part of Government for the period during which they were servants of the B. D. Railway company.

16. The Federation then referred to the establishment of Cheap Grain shops which had been recommended by the Rau Committee, and enquired what action Government proposed to take in the matter. The Chief Commissioner replied that, so far, Government had decided not to proceed in this matter as there was some doubt as to the efficacy of these shops and there were difficulties in their administration. The Federation urged that such Grain shops be set up at least in workshops employing over 3,000 workmen, and the Chief Commissioner agreed to make a further investigation into this aspect of the subject.

17. The Federation next referred to the recommendation of the Rau Committee in regard to establishing machinery for the collection of data relating to the cost of living, and asked that they might be consulted and given an opportunity to discuss this matter. The Chief Commissioner replied that the Labour Department of the Government of India were dealing with this matter, which was now an All-India question and not one directly connected with railways.

18. Finally the Federation stated that the cost of living index numbers in industrial areas had continued to rise and that, therefore, the allowance should now be increased, and the method of regulating such increases should be laid down. The Chief Commissioner replied that the upper limit of rise in the cost of living which was covered by grant of the present dearness allowance had yet to be settled, and drew attention to the Government Resolution in which it is stated that the present allowance was subject to modification in the light of any information which might be provided by the investigation which was going to be undertaken. The Chief Commissioner pointed out that this question of a general increase in the allowance had not been included by the Federation in their memorandum and that it would have to be referred separately to the Railway Board.

Blocks in promotion of low paid staff.

19. In opening the discussion on the subject, the Federation submitted that the grievance was of long standing and referred to correspondence between the Federation and the Railway Board. The Federation showed to the Chief Commissioner a list giving details of certain staff who had been blocked on Rs. 60 for many years, specially in Divisional offices on the N. W. Railway. The Chief Commissioner remarked that, work must have some relation to the pay drawn and that so long as an employee holds a particular post which is considered to be worth Rs. 60 he could not be paid more than Rs. 60 simply because he had been in that post for some time. The Federation submitted that the clerical scales on the E. B., E. I. & N. W. Railways for a particular type of work were below those for corresponding categories on the G. I. P., B., B. & C. I., & B. N. Railways, and then referred to certain staff on the G. I. P. Railway who were drawing pay in different grades although the work was, they alleged, identical, in which case they asked that the grades should be amalgamated. Their submission was that something should be done in the case of those who had been blocked at the top of the scale and there were two ways of doing this. One was the amalgamation of some of the grades, *i.e.*, where the work done was identical the grades should be amalgamated. The other way was to grant a special allowance to men who had put in a certain number of years' service on the maximum of their grade. The Chief Commissioner pointed out that what the Federation apparently wanted was an examination of the classification of the grades in relation to the nature of the work performed. This the Railway Board were constantly doing and this point of view would be considered again.

20. The Federation then submitted that Assistant Station Masters should be given 50 per cent. more pay than clerical staff in corresponding grades as they have more responsibility and have also to possess certain technical qualifications. The Chief Commissioner pointed out that comparing one department with another led to no useful results. It might in fact lead to the conclusion that the pay of the clerical grades was too high compared with that of Assistant Station Masters. He went on to say that though pay and prospects may be similar, there were other varying conditions enjoyed by particular categories of staff, and pointed out that the wage bill must have some relation to the financial capacity of the industry. He added that this item on the agenda was too far-reaching to be handled at such a meeting, but that if the Federation put forward cases of specific categories of staff with full details, such cases would be examined.

Principles to be adopted in regard to staff on the transfer of Railways from Company to State management.

21. In opening the discussion on this subject, the Federation submitted that there should be some uniformity in this matter, so that there might not be different conditions of transfer to State service in different parts of India. They asked for a guarantee of tenure, although reduction of posts might be necessary; a guarantee of minimum State Railway conditions of service specially in regard to scales of pay; and lastly, a guarantee of continuance of more favourable conditions to those already in receipt of such. The Chief Commissioner explained that the object of Government was in general to take over and keep staff on the same conditions as were applicable to them before transfer, in all major matters such as pay, Provident

Fund benefits, etc., although in some minor matters they might be brought under State Railway rules in order to provide uniform conditions. He pointed out, however, that the men could not have the best of both worlds, as was implied by the Federation's submission. The Federation suggested, with reference to the proposed amalgamation of the A. B. & E. B. Railways, that orders should be issued to the E. B. Railway that no new men should be permanently recruited by that Railway pending the amalgamation, so that surplus staff, if any, on the A. B. Railway would not have to be discharged from service. The Chief Commissioner pointed out that even if this were done, amalgamation necessarily involved some reduction of staff and that those who were found surplus would have to be discharged, although their names would be borne on a waiting list for re-employment (as new entrants to State Service). He, however, agreed to consider the suggestion of the Federation. The Federation also referred to the question of seniority of non-gazetted staff after the amalgamation, and suggested that length of service in each grade should be taken as fixing such seniority. The Chief Commissioner assured the Federation that the Board would do their best to solve such problems equitably.

Grievances of certain Accounts Staff.

22. In opening the discussion on this subject the Chief Commissioner, after explaining why the Board could not discuss further the question of certain Accounts Clerks transferred to the Railway Clearing Accounts office from the N. W. and E. B. Railways, took up the question of the exercise of an option by certain Accounts staff of the G. I. P. Railway to elect certain scales of pay. He referred to the Appendix "C" examination, imposed in the first instance as necessary for the passing of the efficiency bar, and observed that it was impossible to accept the principle that a railway Administration could not alter conditions at any subsequent date without renewing an option; that although the Federation contended that the condition relating to the passing of the examination was a material one, it was, in fact always open to the Chief Accounts Officer to see that certain conditions were satisfied before the staff were allowed to pass an efficiency bar. The Chief Commissioner added that although this question had already been considered, he agreed to discuss the matter once more with the Financial Commissioner.

23. Finally the Federation stated that there were cases in which a deadlock had been reached in discussions with Board, and it was desirable in such a contingency that machinery should be provided to assess and decide on the relative claims of both parties. With this end in view, it was submitted that in the absence of the standing machinery recommended by the Whitley Commission, the Railway Board should agree in such cases to join the Federation in applying to Government for action under the Trade Disputes Act. The Chief Commissioner asked if it was really necessary in every case that one side should get its views accepted when, as was inevitable, the views of both sides sometimes differed. The Federation knew what machinery was available, and the Board would only be inclined to agree to the procedure suggested by the Federation where they were in doubt regarding any particular question.

24. The Federation then thanked the Chief Commissioner of Railways for the time he had given up to hearing their submissions and the meeting terminated.

APPENDIX 1.

List of delegates.

Serial No.	Name of the delegate.	Union represented.
1	Mr. Jamnadas M. Mehta .	President, All-India Railwaymen's Federation.
2	Mr. S. Guruswami . .	General Secretary, All-India Railwaymen's Federation.
3	Mr. M. A. Khan . . .	United Union of N. W. Railway Workers.
4	Mr. Umaruddin . . .	Federated Union of N. W. Railway Workers.
5	Mr. Om Prakash . .	N. W. Railway Accounts Staff Union.
6	Mr. S. C. Joshi . . .	G. I. P. Railwaymen's Union.
7	Mr. N. V. Ogale . . .	G. I. P. Railway Accounts Staff Union.
8	Mr. Gurditta Ram . .	Staff Association, Railway Clearing Accounts Office.
9	Mr. A. M. Williams . .	E. I. Railway Employees' Association.
10	Mr. Sibnath Bannerjee .	E. I. Railwaymen's Union.
11	Mr. R. N. Bagchee . .	E. B. Railway Employees' Association.
12	Rai Saheb N. Chatterjee .	E. B. Railway Employees' Association.
13	Mr. N. Ramachandra Rao .	H. E. H. the N. S. Railway Employees' Union.
14	Mr. G. Krishnamurthi . .	M. & S. M. Railway Employees' Union.
15	Mr. S. V. Gupta . . .	B. P. T. Railwaymen's Union.
16	Mr. P. S. Tandon . .	E. I. Railwaymen's Union.
17	Mr. B. N. Das Gupta . .	Bengal and Assam Railroad Workers' Union.
18	Mr. M. S. Mani Mudaliar .	S. I. Railway Employees' Association.

APPENDIX II

MEMORANDA SUBMITTED BY THE ALL-INDIA RAILWAYMEN'S FEDERATION.

I.—*Extension of Provident Fund benefits.*

The revised State Railway Provident Fund Rules extending the benefits of the Provident Fund optionally to those who have completed sixteen years service have not been able to cover in practice appreciable majority of those who were hitherto not eligible for membership. The original provision of Rs. 12 lakhs contemplated by the Railway Member last year to finance the extension seems to have been reduced to Rs. 7½ lakhs only according to the latest Railway Budget statement and in view of the general illiteracy of the staff concerned, many have not been able to avail themselves of even the limited benefits offered especially in the absence of reliable information with the Trade Unions as to those who are now qualified to join the Fund and who could be persuaded to do so. In view of the present extremely good financial position of the Railways, the Railwaymen expect maximum possible essential benefits to be conceded to the lowest paid staff without delay. The Company managed Railways with the exception of B., B. & C. I and M. & S M Railways have comparatively better Rules in that any employee getting more than Rs. 15 per month is allowed the option to be a member of the Fund.

2. The Railway's share of contribution to the Fund should not be dependant on the personal financial position of the individual employee and the Rules should be so changed that the Railways share is not denied to any empolyee whether contributing or not to the Fund and that the element of compulsory saving is introduced in respect of those in receipt of Rs. 20 or more per mersem.

3. The Federation is anxious that the recommendations of the Whitley Commission in this connection made ten years ago are fully implemented at least this year.

II.—*Working of the present Dearness Allowance Rules.*

4. The Great Indian Peninsula Railwaymen's Union reports that they represented to the Railway about the hard cases arising out of assessing the value of free quarters in Bombay area as equivalent to 20 per cent. of pay and about withdrawing the dearness allowance if the grain compensation allowance is continued to be drawn.

5. While for the purpose of calculation of qualifying pay limits, it may be reasonable to include the grain compensation drawn as part of pay, it is submitted that the dearness allowance should not be denied otherwise. In fact grain compensation allowance in several cases was merged in "pay" contributing to enhanced gratuity and Provident Fund payments and where cases exist when grain compensation allowance is still granted separately thereby affecting Gratuity and Provident Fund assets, a double wrong would be imposed by withdrawing the so-called grain compensation allowance, on technical grounds, if dearness allowance is claimed.

6. In regard to assessment of the value of free quarters in Bombay area, ten per cent. of pay is the maximum usually recoverable from employees' pay and any extra allowance namely additional 10 per cent. granted in lieu of free quarters in Bombay area is for local and special reasons and this should not affect the qualifying pay limit for drawing the dearness allowance.

7. According to the Railway Board's Notification, dated 19th March 1941 on Dearness Allowance Rules, in the case of daily rated staff, pay will be the sum of their wages for 30 days or 26 days according as whether they work normally on Sundays or not. Those daily rated men working on Sundays or more than 24 days per month do so in effect as overtime work and under Rule 3 (ii) (f) of the Dearness Allowance Rules, overtime allowance should not be included for calculation of pay limits.

8. Further according to the State Railway Provident Fund Rules (*vide* Rule 1302 of the State Railway Establishment Code), the monthly emoluments of daily rated men are calculated as equivalent to twenty-four times the daily rate admissible.

9. In the circumstances, the Federation submits that for the purpose of the dearness allowance, the pay limits of daily rated staff whether working on Sundays or not should be calculated on the basis of 24 times the daily rate admissible without any distinction between workshops and sheds.

10. In selecting the areas as "B", cases have come to the notice of the Federation that certain areas are qualified as "B" areas according to 1941 census and not 1931 census. Such places should be sanctioned "B" rate of scale.

11. According to Rau Court of Inquiry, there are bound to be areas requiring equal treatment as costlier industrial areas though not with the population strength of "B" areas. In reply to a representation from the Federation, the Board have stated that they will be prepared to examine individual cases on merits, referred by the individual Railway Administrations to the Board.

12. The Federation strongly requests that all areas with a population of 20,000 or more should be treated as "B" areas, having also regard to the fact that the present allowance falls below even Rau's Report in regard to Rural areas. Railway centres like Saidpur (E. B. R.), Jamalpur (E. I. R.), Kharagpur (B. N. R.), Hubli (M. & S. M. R.) and Jhansi (G. I. P. R.) certainly are not rural areas. Bengal Dooars section of E. B. Railway requires special treatment as the staff employed therein were only technically not E. B. Railwaymen before 1st January 1941. Their allowance deserves to be drawn with effect from 1st October 1940 like other Railwaymen and the extra expenditure may be reimbursed from the former Company's assets under liquidation if in any way possible or granted from the State Railway Funds as a special case, to remedy the hardship of the staff.

13. Further Bengal Dooars section is a costly area and requires the same classification as "B" areas.

14 The recommendations of the Court of Inquiry in regard to cheap grain shops and supply of free milk require to be implemented.

15. The contemplated preparation of cost of living index figures for the purposes of the Railway Department should not be proceeded with, without any opportunity to discuss with the Federation the line of action which the machinery appointed in this behalf may propose to take.

III.—*Grievances of the old Travelling Ticket Inspectors under the Accounts Department of the East Indian Railway.*

16. After exhausting all departmental appeals, the old Travelling Ticket Inspectors formerly under the Accounts Department submitted a Memorial, dated 24th February 1938 about their grievances to H. E. the Viceroy and it is complained that the Railway Board withheld the appeal from being forwarded. The issues raised by the staff are of far-reaching character and the persistence with which all the constitutional sources for ventilation of their grievances have been fully explored indicates the deep seated nature of the complaint. The All-India Railwaymen's Federation is fully convinced that the concerned employees have been victims of gross miscarriage of justice.

17. Briefly put, the Travelling Ticket Inspectors on the East Indian Railway were under the Accounts Department, were in addition to their old scales of pay receiving mileage allowance upto 1st June 1931 and due to reorganisation of the Department, without any material change in the nature of the duties extracted from the staff (*vide* para. 2 of the Railway Board's letter No. 822-E. G., dated 22nd December 1932) were deprived of a substantial percentage of their emoluments by (1) substitution of the system of consolidated allowance and (2) by the restriction imposed in giving them, on promotion, the benefit of the old scales of pay they received while under the control of the Accounts Department.

18. The demands of the old Travelling Ticket Inspectors of the said Railway is supported by—

(1) the decision of the Railway Board under fully identical circumstances in their letter No. 822-E. G., dated 16th August 1933 to the Agent, North Western Railway in respect of old Travelling Ticket Examiners of the North Western Railway by giving them the full benefit of the old scales optionally *not only immediately but also on promotion;* and

(2) by the conclusions of the Departmental Committee meeting held on 3rd May 1927 in consultation with a representative of the Railway Board that the men should be given at least *average mileage allowance* upto a maximum of 75 per cent. of pay in addition to the substantive pay in the Accounts Department.

19. The Federation does not here want to go into the question of the desirability of consolidated allowance as a substitute for mileage allowance to certain classes of staff who have to perform running duties, in regard to persons who never received any mileage allowance previously. What the Federation is very anxious to protect is the full application of the accepted principle that employees performing same class or

nature of duties should not be subjected to adverse drastic reduction of earnings which affect also their leave salary, Provident Fund contributions, Gratuity, etc., during their service tenure and any essential adverse change should operate only in respect of future incumbents. These sentiments were very ably given expression by Lt.-Col. Wagstaff when he was the Conciliation Officer for Railways in connection with the Running Parcel clerks on the Eastern Bengal Railway (*vide* Appendix "A" containing an extract from his Note to the Eastern Bengal Railway, dated 18th March 1938).

20. Appendix "B" is a statement showing the extent of loss suffered by an old Travelling Ticket Inspector of the East Indian Railway due to the present arrangements.

21. The Federation strongly submits that the request for being granted average mileage allowance as recommended by high Railway Authorities in 1927, at least on a personal basis and the avenue for promotion according to old scales under the Accounts as done in a similar case on the North Western Railway deserves favourable and immediate consideration having regard to severe hardships already suffered.

IV.—*Blocks in grades of low-paid Railwaymen.*

22. Due to present practice of direct recruitment in intermediate grades and uncertainty of promotions to the higher grades, there is keen discontent among staff blocked on the same pay for years though qualified for promotion to higher paid posts. Further the New Scales of Pay on State Railways were fixed without any consultation with organised Labour and without any statement of reasons in justification of the present scales. On certain Railways like Bengal Nagpur Railway, there used to be the practice of granting personal increments for mechanical workshop staff blocked on the maximum for 3 years. This has also been withdrawn.

23. There is keen discontent among workshop and inferior service staff and lowest paid clerical employees in regard to blocks in grades and the standard of the minimum prospects open to efficient men. The demoralising effect on the initiative, enthusiasm and zeal of those serving for many years in the lowest grades without any near hope of advancement has been strongly testified in para. 116 of D'Souza's Report. Drastic improvements in the methods of fixation of scales of pay are called for. The Federation would like at present to draw the attention of the Railway Board to the following three types of cases :—

(i) Workshop and inferior service staff.

(ii) Clerical staff.

(iii) Assistant Station Masters on Eastern Bengal and East Indian Railways.

(i) *Workshop and inferior service staff.*—In regard to workshops and inferior service staff on State Railways, the principle of granting personal increments for efficient men blocked for more than two years on the same pay for no fault of theirs is required to be immediately accepted, pending reconsideration of the scales at present in force for the skilled, semi-skilled and unskilled and the methods of promotion, so as not to victimise efficient seniormost men. The Federation desires to be associated in any enquiry into the present scales.

(ii) *Divisional Clerical Staff on North Western, East Indian and other State Railways.*—In 1930, at the first half-yearly meeting, the Railway Board informed the Federation that schemes for improvement of scales of pay of staff drawing less than Rs. 100 were under contemplation. Subsequently the Railwaymen had to face wage cuts and adverse revisions in scales of pay. In 1930, Col. Walton of North Western Railway strongly recommended the amalgamation of the lowest two clerical grades on the North Western Railway. Appendix 'D' shows the extent of hardships suffered by a large number of clerical staff being blocked at Rs. 60 for several years on North Western Railway alone. The grade Rs. 30—Rs. 60 for the lowest paid clerical employees on North Western, East Indian and Eastern Bengal Railways especially considering the rigorous standards of examination for recruitment are worse than those prevailing on some State Railways like the Great Indian Peninsula, B. N. & Bombay, Baroda and Central India Railways and worse than on the Postal Department for similar staff who can rise at least upto Rs 140 under the old scales. The same remarks apply in regard to commercial staff and it is therefore requested that at least the two lowest grades should be amalgamated for men both on new and old scales of pay.

(iii) *New Scales for lower paid Assistant Station Masters on Eastern Bengal and East Indian Railways.*—The clerical staff and Assistant Station Masters who besides having the educational qualification of clerks are required to possess good physique,

perform shift duties and carry out frequent transfers to the detriment of educational facilities for their children and several amenities which stationary life in big centres can secure, are placed on the identical scale of Rs. 30—3—45—5—60 (New Scales) on East Indian and Eastern Bengal Railways. Assistant Station Masters have to display great qualities of tact in dealing with the public and frequently perform night duties which are irksome. The Assistant Station Masters have the qualification of signallers, commercial and traffic transportation staff. For performance of night duties, in some countries like Great Britain 50 per cent. additional remuneration is granted and it is requested that the Assistant Station Master's scales on all State Railways should be rated at least 50 per cent. higher than the clerical staff.

V.—*Licensed Porters.*

24. The Licensed Porters on State Railways are a hard suffering lot. They are subject to severer disciplinary measures and harassment by their employers who include the public, the contractors and the Railway officials. The methods of recruitment and disciplinary action including deductions from earnings taken against them require to be controlled so as to give them at least the same protection as Railwaymen. The system of extracting free services from the porters as well as of levying fees for employment by the contractor is an unjust one. The Federation submits that these porters and those performing the services of the contractors must be Railway employees and paid for work done to the Railways and subject to same protection in regard to security of service and punishments.

VI.—*Principles to be adopted in cases of transfer of Staff to State Management.*

25. The Federation has already brought to the notice of the Board the position about the Bengal Dooars Railway staff. In view of the possible transfer of more staff from Assam Bengal, Bombay, Baroda and Central India and other Railways, the Federation submits that the interests of the staff already employed on the Rai'ways now brought or proposed to be brought under State Management should be protected by—

(1) guaranteeing security of tenure of existing men although reduction of posts may become necessary due to amalgamation;

(2) guaranteeing a minimum of State Railway standards of service conditions especially in regard to scales of pay;

(3) guaranteeing continuance of better privileges against adverse revision in regard to those already in receipt of any better privileges.

The above three principles have been unfortunately not closely followed or accepted, thereby placing long service men in a position worse than the new entrants on State Railways.

26. The Federation respectfully submits that not only the service conditions already enjoyed by the staff on Railways prior to transfer to State Management should be protected against worsening but also option to come under State Railway privileges applicable to new entrants with similar record of service should be granted, besides removing all source of anxiety about security of service.

VII.—*Compensatory allowance to the Accounts Clerks on Eastern Bengal and Great Indian Peninsula Railways in Calcutta and Bombay.*

27. In April 1940, the Clerical Staff of the Accounts Department of the Eastern Bengal Railway submitted an appeal departmentally for fixing the local allowance at Calcutta according to the practice of the Administrative Offices namely 10 per cent. of the maximum of the grade in respect of staff appointed before 1st March 1935. It is stated that the Financial Adviser and Chief Accounts Officer strongly recommended in favour of the demand by saying: "The Accounts Staff in North Western Railway, East Indian Railway Divisions and Workshop Accounts Branches at Kancharapara and Saidpur are in receipt of the same scales of pay as are allowed to the staff of the Calcutta Office. It is therefore obvious that the scales of pay are of an all-India character and were not fixed taking into consideration the high cost of living in Calcutta".

28. "The investigation recently undertaken by the Government of India into the cost of living prevailing at Calcutta and Bombay as compared with that prevailing in other parts of India has confirmed the higher cost of living in these two Stations *vide* the Railway Board's letter No. 9868-F/B, dated 27th March 1940".

"This request for the grant of compensatory allowance is in my opinion reasonable and I strongly recommend the grant of the allowance with effect from 1st April 1940".

29. Similarly with effect from April 1933, the Great Indian Peninsula Railway Accounts Staff appointed between 1st October, 1929, and 16th January, 1931, including temporary men who were not confirmed in their appointments before 1st October, 1929, and one typist transferred to the Department at Bombay from Jhansi in 1931, have been wrongly excluded from the benefits of these allowances and the remarks of the Eastern Bengal Railway Officer apply with equal force to their case also.

VIII.—*Hardships consequent on refusal to permit re-exercise of option of scales of pay in deserving cases.*

30. The Federation desired to complete the discussion of the question of clerks transferred to the Railway Clearing Accounts Office from North Western Railway and Eastern Bengal Railway at the last half-yearly meeting and this was not agreed to then although a strong point was raised that exercise of option of audit scales was vitiated by the threat that such option would not cover cases of promotion to higher scales Whatever may be the present views of the Board in the matter, it is requested that another opportunity to discuss the matter by the Federation be given at the meeting in the interests of better understanding.

31. The case of the Accounts Clerks of the Great Indian Peninsula Railway requesting that another opportunity to exercise option of scales of pay in view of changed circumstances requires consideration in the light of the enclosed Note (*vide* Appendix 'C').

APPENDIX 'A'.

EXTRACT FROM THE NOTE OF THE CONCILIATION OFFICER (RAILWAYS) DATED 18TH MARCH 1938 TO THE EASTERN BENGAL RAILWAY.

"*Application of new regulations.*—It has usually been the practice in recent years when introducing new regulations, affecting conditions of service, to allow those who are already enjoying certain privileges to continue to do so; the revised regulations only applying to new entrants. There have undoubtedly been exceptions to this policy, more especially with regard to what are termed 'compensatory allowance'. It is perhaps not surprising that Organized Labour has criticised these exceptions, and those who have been subjected to them have generally considered themselves unfairly treated. In this instance, apart from other considerations, the compensatory nature of the allowances seem open to doubt (*vide* last para.). Be this as it may, I have heard of no other case where a class of employees has had the average total emoluments which they had been drawing for years, cut to the extent of 40 per cent. a figure which was subsequently modified to 26 per cent.

Such—put shortly—is the specific case of the Running Parcel Clerks on the E. B. Railway, and at present I am only considering those already working as such. There are about 30 of these men. One man has been so employed* for over 20 years, several for over 15 years and many for over 10 years. During all this time, they have drawn mileage allowance just like guards and drivers; in fact, it is possible† that this mileage allowance has been paid to such employees for upward of 30 years. The average pay of the present men is about Rs. 70 p. m. and their average mileage allowance before it was stopped was about Rs. 72 p. m. Originally, these Running Parcel Clerks were employed in the place of a second guard who used to do the work that the clerks now do. The Running Parcel Clerks have thus been drawing their ordinary (*ibid*) pay as clerks *plus* mileage allowance. In this respect, therefore, they have been fortunate *vis-a-vis* drivers, guards, etc., from the circumstances described in para. 4. (The clerks on passenger trains were used to be Road Van Clerks on goods trains, also drawing mileage allowance. Changes in the handling of 'smalls' has led to the abolition of the latter.)

In pursuance of the principle enunciated in para. 3, the mileage allowance of these men has been stopped‡ by the Railway Board with effect from the 1st of November 1936. It was first of all replaced by ordinary travelling allowance which gave them an average of Rs. 12 p. m. This was subsequently enhanced§ (with back effect) to a consolidated travelling allowance of Rs. 35 a month. In the first case, the drop in average gross emoluments was about 42 per cent. and in the second 26 per cent. In addition to this, whereas pay for the purposes of gratuity, provident fund subscription and bonus, and leave allowance, formerly worked out at an average of Rs 122 p. m. on the basis of a consolidated T. A. of Rs. 35 p. m. it now only works out at Rs. 70.

We have, therefore, a number of men who have been drawing certain emoluments, perhaps on a generous scale, for a great number of years, and whose emoluments have now been cut down very drastically in spite of the fact that they continue to do the same work. It would be difficult to deny that this is a definite hardship and not surprising that the men feel that they have a legitimate grievance. I am not forgetting the financial implications from the point of view of the Administration, but considering the number of men involved these can hardly be paramount. There are, therefore, arguments in favour of allowing the present men to continue enjoying the privilege till they are transferred to other posts with similar emoluments. They are now being given consolidated Travelling Allowance which is in accordance with the principle suggested in para. 4, but we are not dealing with the men newly detailed for this work; but with those who have been drawing certain other emoluments for many years under regulations which it has now been decided, do not apply to them.

The correct solution, therefore, appears to be a 'personal allowance' on a reasonable scale. It should be drawn by these men in place of their present consolidated

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*DTS. Calcutta E. G. 65 of 13th August 1937 to E. B. Ry.

†E. B. Ry. 371-E./66 of 8th November 1937 to Railway Board.

‡Railway Board E.-35-A.L.-101 of 1st September 1936 to E. B. Ry.

§Railway Board E.-35-A.L.-101 of 11th January 1937 to E. B. Railway.

Travelling Allowance *with back effect* from 1st November 1936, and for as long as they are performing these duties. Incidentally, a personal allowance is a little more advantageous than consolidated Travelling Allowance in respect of gratuity, provident fund bonus, etc. As regards the actual figure, there seems to be only one cogent consideration against giving them a personal allowance equal to the average mileage allowance that they have been drawing for so long, and that is the fact (referred to in para. 6) that they have in the past been receiving rather generous treatment. Even then I think that it would be difficult to justify subjecting these men to a permanent reduction of more than 10 per cent. on their original gross emoluments, which would work out at an allowance of about Rs. 58. * * *

APPENDIX 'B'

Comparative Statement of loss sustained by the memorialists drawing Rs. 120 pay and retiring after 30 years service.

While in receipt of mileage allowance.

Pay.	Leave salary.	Provident Fund.			Retiring Gratuity.
		Compulsory.	Contribution.	Total.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
120	210	210	210	420	3,150

While in receipt of enhanced consolidated allowance.

Pay.	Leave salary.	Provident Fund.			Retiring Gratuity.
		Compulsory.	Contribution.	Total.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
120	120	120	120	240	1,800

NOTE.—While in receipt of Mileage, Pay *plus* 75 per cent. of Pay was counted towards Leave Salary, Provident Fund, and Retiring Gratuity.

SUMMARY OF LOSS

Leave-Salary	**Rs. 210 — Rs. 120 = Rs. 90 per month.**
Provident Fund (Compulsory and Contribution)	**Rs. 420 — Rs. 240 = Rs. 180 per year.**
Retiring Gratuity	**Rs. 3,150 — Rs. 1,800 = Rs. 1,350 on retirement after 30 years service.**

APPENDIX 'C'.

Consequent upon the separation of Audit from Accounts from 1st October 1929, the following accounts scales of pay were introduced for the clerical staff of the G. I. P. Railway Accounts Department :—

Clerks Class I Rs. 100—5—120.

Clerks Class II Rs. 60—5—90.

Clerks Class III Rs. 40—4—80.

Then, from 1st January 1935 Class II and Class III scales of pay were amalgamated into one combined scale of Rs. 40—4—80 E. B. 5—90 and the option was given to the staff (i) either to retain the old Classes II and III Accounts scales of pay or (ii) to elect the combined scale. It was made clear that in the case of the staff who retained the old classes II and III scales, their promotion from class III to II would be dependent upon the occurrence of vacancies and in the case of those who elected the combined scale Rs. 40—4—80 Efficiency Bar 5—90, the crossing of the efficiency bar at the stage of Rs. 80 would be dependent upon the passing of the Appendix 'C' Examination.

2 There were about 70 clerks in the Accounts Department, who through sheer fear of passing of the Appendix 'C' Examination, a condition to cross the efficiency bar at Rs. 80 in the combined scale, elected to retain the Accounts scales of class II and III, as promotion in those scales from class III to class II was only on the occurrence of vacancies.

3. Later on in 1937, it was decided that the passing of the Appendix 'C' Examination was not an essential factor for crossing of the Efficiency Bar at the stage of Rs. 80 in the case of staff who had elected the combined scale of Rs. 40—4—80 E. B. 5—90, but that efficiency should be considered as the sole criterion for that purpose and this decision was given effect to by the C. A. O. from the middle of 1937. (In this connection para. 26 of the 14th half-yearly meeting between the Railway Board and the All-India Railwaymen's Federation held on 11th November 1937 may please be seen.) The result was that the staff who had elected the amalgamated scale of Rs. 40—4—80 E. B. 5—90 and who were barred at the stage of Rs. 80 were allowed to cross the efficiency bar on consideration of 'merit' only although some of them had neither attempted to appear for the Appendix 'C' Examination, nor having attempted and failed on several occasions, as passing of the Appendix 'C' Examination was no more an embargo for that purpose.

4. In this connection it may be pointed out that by removing the condition of passing Appendix 'C' Examination for the purpose of crossing the efficiency bar at the stage of Rs. 80 in the amalgamated scale, *at a later date, i.e.,* after the staff had recorded their option in writing on 1st January 1935 (which had been taken as final) a material change has been effected in the original condition of promotion. While this change resulted in a favourable situation to those who had elected the combined scale, it has been responsible for causing a serious financial loss to those who had elected to retain the Accounts scales, class II and III known as B. O. scales. Had it been then known to the staff, or had the Administration issued a warning that the condition of passing the Appendix 'C' Examination for crossing the efficiency bar at Rs. 80 in the combined scale of Rs. 40—4—80 E. B. 5—90 would be removed in the near future, then most of the clerks who were otherwise efficient in all respects would have certainly preferred to elect the combined scale instead of class II and III separate scales (B. O. scales) and would have reached the maximum of the combined scale, *viz.,* Rs. 90 on the condition of merit, by the time or even long before. Some of the clerks in the B. O. scales have actually passed the Appendix 'C' Examination and have been held up at Rs. 80 in class III scale Rs. 40—4—80 on account of the option they had elected on 1st January 1935, to retain class II and III Accounts scales of pay. Their condition is so deplorable that their juniors who have neither passed the Appendix 'C' Examination nor have attempted to appear for the examination have already been allowed to cross the efficiency bar at Rs. 80 in the combined scale and are now on the maximum of that grade, only because they had elected the combined scale.

5. Since the change in the original condition was made after the option had been exercised by the staff on 1st January 1935, that option cannot and should not in fairness and equity be considered as final. In fact the option already exercised becomes meaningless as the condition of promotion prescribed therein no longer

remains operative. It was necessary, therefore, for the Administration to give such of the staff a fresh option on the date, on which the condition of passing the Appendix 'C' Examination for the purpose of crossing the efficiency bar at the stage of Rs. 80 in the combined accounts scale was removed. It is pointed out that only recently such option was granted to the inferior and workshop labour staff when the leave under Annexure II of the revised State Railway Leave Rules was made of cumulative nature *vide* Railway Board's letter No. 9707-F.-III of 8th August 1940 and 3rd September 1940.

6. This was brought to the notice of the F. A. and C. A. O. and appeals were also made by the staff but the F. A. & C. A. O. directed their attention to C. R. A.'s letter No. 64-C. R. A./E./36 of 1st July 1936 which emphasises that the option once exercised is final. Although it was brought to the notice of the F. A. & C. A. O. that the material change in the condition of promotion had taken place in 1937, *i.e.*, after the issue of C. R. A.'s letter *ibid*, the F. A. & C. A. O. not being prepared to open this subject an attempt was made by the staff to obtain F. A. & C. A. O.'s permission to interview the C. R. A. in June 1938 while on tour in Bombay, but that also was refused. Then in August 1939 an appeal was addressed to the General Manager of the G. I. P. Railway through the F. A. & C. A. O. but that also was not forwarded. Mr. S. C. Joshi, Hony. Secretary of the G. I. P. Railway Accounts Staff Union also interviewed F. A. & C. A. O. on 11th January 1940 on this subject but the C. A. O.'s reply was not satisfactory.

At the General Meeting of the Accounts Staff Union held on 14th December 1940 the following resolution was passed unanimously :—

"The question of exercising fresh option in the scales of pay by the members of the Accounts Department in the B. O. scale has been kept hanging for a very long time and has not been finally decided by the C. A. O. and although there have been strong grounds for allowing this option to be exercised after the modification regarding crossing the efficiency bar. This meeting, therefore, earnestly requests the Railway Board and the All-India Railwaymen's Federation to take up this question for a discussion at the special half-yearly meeting fixed for the 8th January 1941."

APPENDIX 'D'

Statement showing the number and length of service of clerks, employed in the offices of the Divisional Superintendents on the N. W. Railway, who are blocked on the maximum of Grade I, *viz.*, Rs. 60 p.m.

Division.	No. of clerks blocked on Rs. 60 with service upto.						Total No. of clerks in Grade I.
	9 years.	11 years.	13 years.	15 years.	Over 15 years.	Total.	
LAHORE . .	10	20	12	3	9	54	68
DELHI . . .	8	14	31	3	11	67	71
FEROZEPUR .	3	11	16	9	10	49	50
MULTAN . .	7	6	5	..	..	18	48
KARACHI . .	8	11	15	7	4	45	81
RAWALPINDI .	..	..	6	8	9	23	65
QUETTA . .	11	9	2	1	1	24	39
TOTAL .	47	71	87	31	44	280	422

NOTE.—The maximum of grade I (Rs. 60) is reached after putting in 7 years' service.

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